

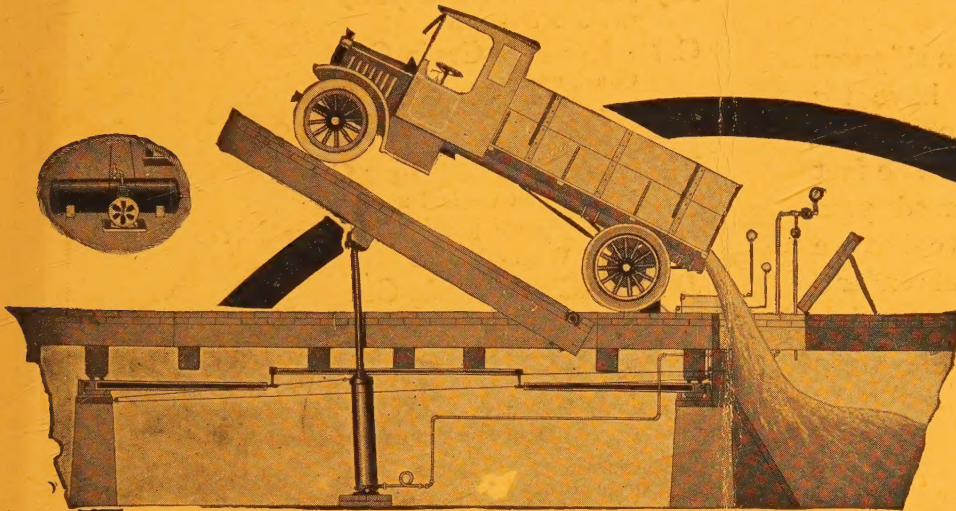
Annual Improvement Number

GRAIN DEALERS JOURNAL

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HUTCHINSON

Discriminating grain shippers in the Southwest have for many years shipped their grain to Hutchinson. The fact that this is continued year after is proof positive that the dealers in this market render a service unequaled in any other market. If you are not shipping to this market you have been losing money. Get the habit, start with that next car.

The milling demand at this point is constant. This unusual demand, coupled with the aggressiveness of the Board of Trade members mentioned here, means real service and results for you. If you are desirous of making more profitable connections in this market, whether you are a miller, exporter or country grain shipper, do not delay but get into communication with any of these firms at once.

***Get the Habit
Ship to Hutchinson***

The Hutchinson Terminal Elevator Co.
Consignments and Storage

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Grain Merchants

C. D. Jennings Grain Co.
Consignments

Kansas Grain Co.
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Millers and Grain Buyers

Larabee Flour Mills Corporation
Hard Wheat Millers

J. B. McClure Grain Co.
Buyers and Sellers

Oswald Grain Co.
Dark Hd. Turkey Wheat Specialty

Ralph Russell Grain Co.
Commission Merchants

The Southwest Grain Co.
Grain Merchants

The Security Elevator Co.
Handlers All Kinds Grain

Union Grain Co.
Grain Dealers

Vanderslice-Lynds Co.
Grain Commission Merchants

Ayres Grain Co.
Grain Merchants

Beyer Grain Co.
Consignments and Mill Orders

Bolin-Hall Grain Co.
Grain Merchants

The Central Grain Co.
Buying Grain for 12 Milling Companies

Davidson Grain Co.
Receivers and Shippers

Farmers Co-operative Comm. Co.
Commission Merchants

Gano Grain Co.
Grain Merchants

Goffe & Carkener
E. F. Leland & Co. Private Wire

The Hausam-Bateman Grain Co.
We Are It for Any Grain

Hayes Grain Co.
Grain Merchants

Hinman-Yates Grain Co.
Receivers and Shippers

Hutchinson Grain Co.
Grain Merchants

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*
Moore-Lawless Grain Co., cosgmts., futures, pvt. wires.*

ATLANTA, GA.

Commercial Exchange Members.
Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Grain Co., grain receivers, exporters.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Western Grain Co., mfrs. mxld. feed, crn. meal, grits.*

BLOOMINGTON, ILL.

Hosenwinkle Grain Co., brokers of country grain.

BOSTON, MASS.

Chamber of Commerce Members.
Bensaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.
Armour Grain Co., grain merchants.*
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Globe Elevator Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKillen, Inc., J. G., receivers and shippers.*
Kennedy & Co. Chas. wheat a specialty.
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Taylor & Bourne Co., grain merchants.*
Townsend Ward Co., The, consignments.*
Urnston Grain Co., grain commission.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.
Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Magee-Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.

CARROLLTON, MO.

Clalborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Board of Trade Members.
Hood Feed Co., flour, feeds, field seeds.

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. F., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*

*Member Grain Dealers National Association.

CHICAGO, ILL.

(Continued.)

Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Requa Bros., wheat a specialty.
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Urdike Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.
Bincham-Scholl Co., grain merchants.*
Early & Daniel Co., grain, hay, feed.

CLEVELAND, O.

Grain & Hay Exchange Members.
Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, revrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*
Union Elevator Co., The, grain and hay.*

COFFEYVILLE, KANS.

Clalborne Commission Co., commission merchants.*

COLBY, KANSAS.

Harris & Haynes, wholesale—brokers—grain.

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.*

CRAWFORDSVILLE, IND.

McCordle-Black Co., grain commission merchants.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Decatur Coal & Mfg. Co., grain and feedstuffs.
Lyle-Taylor Grain Co., whole grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.
Ayres Merc. Co., The F. C., grain, flour, feed.
Best & Co., J. D., corn, oats, barley.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy and sell grain and beans.*
Elder Grain Co., E. W., "Always Working."
Finley Grain Co., wholesale grain.
Gallagher Grain Co., grain merchants.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grain Co., wheat, corn, oats, rye, barl.*

DES MOINES, IOWA.

Board of Trade Members.
Anderson Co., D. L., grain merchants.
Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Taylor & Patton Co., corn and oats.

DETROIT, MICH.

Board of Trade Members.
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain, hay consignments a specialty.*
Lapham & Co., J. S., receivers & shippers.
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DODGE CITY, KANSAS.

Hillyer Grain Co., grain.

DUBLIN, GA.

Smith Brothers, brokers, mdse., grain, feedstuffs.*

DULUTH, MINN.

Board of Trade Members.
Mitchell Co., W. C., grain commission.*
White Grain Co., shippers all grains.*

FLOYDADA, TEXAS.

Marshall Grain Co., shippers of milo.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members
Dorsey Grain Co., receivers, shippers.
Rothschild Brokerage Co., grain, c/s pdts., rice b/p.*

FRANKFORT, IND.

McCordle-Black Co., grain commission merchants.*

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAGERSTOWN, MD.

Valley Brokerage Co., feed, grain, hay broker.*

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.

HATTIESBURG, MISS.

Merchants Grocery Co., whole grocers, grain, fd., dr.

HILLSBORO, KANSAS.

Hillsboro Roller Mills, gr. dlrs., dr., chick feed.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.
Ayres Grain Co., grain merchants.*
Beyer Grain Co., consignments, mill orders.
Bolin-Hall Grain Co., grain merchants.
Central Grain Co., The, buyers for mills.
Davidson Grain Co., receivers and shippers.
Farmers Co.-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Goffe & Carkner, private wire.*

(Continued next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HUTCHINSON, KANS.

(Continued.)

Hausam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hinman-Yates Grain Co., receivers & shippers.*
Hutchinson Grain Co., grain merchants.
Hutchinson Term. Elevtr. Co., consignments.*
Kelly Milling Co., Wm., millers of hard wheat.
Jay Hausam & Company, grain merchants.
Jennings Grain Co., C. D., consignments.*
Kansas Grain Co., buyers and sellers.
Larabee Flour Mills Corp., hard wheat millers.
McClure Grain Co., J. B., buyers and sellers.*
Moore Grain Co., consignments-buyers of grain.
Oswald Grain Co., dark hard turkey wheat, specialty.
Pettit Grain Co., L. H., grain merchants.
Prairie Grain Co., buyers & sellers milling wheat.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
Vanderslice-Lynds Co., grain commission merchants.
The Security Ele. Co., receivers, shippers mlo kafir.
Union Grain Co., grain merchants.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.
Boyd Grain Co., Bert A., strictly brokerage & com.
Cleveland Grain & Milling Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Hayward-Rich Grain Co., grain commission.*
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Menzie Grain & Bkg. Co., Carl D., grain commission.
Montgomery & Tompkins, receivers and shippers.
Probst & Kassebaum, Inc., hay, grain, feed.
Steinhart Grain Co., commission and brokerage.*
Urmston Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Field Co., Robt., succ. to P. L. Brittain Co.
Royal Feed & Mfg. Co., mixed feed mfrs.*

KANSAS CITY, MO.

Board of Trade Members.

Alfalfa Grain Pkts. Co., everything in the feed line.
Beyer Grain Co., consignments.
Christopher & Co., B. G., kafir, feterita, mlo.*
Claiborne Commission Co., commission merchants.*
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Hah-Baker Grain Co., consignments.*
Hipple Grain Co., feterita, kafir, mlo.
Larabee Flour Mills Corp., The, mfrs. "Larabee Best."
Logan Bros. Grain Co., receivers and shippers.*
Mensendieck Grain Co., consignments.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Moritz & Co., C., consignments.*
Norris Grain Co., grain merchants and exporters.
Roehen Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Fuller Grain Co., grain commission.*

LEAVENWORTH, KANS.

Wilson-Legler Hay & Grain Co., branch at Kansas City.

LIBERAL, KANS.

Light Grain & Mfg. Co., mill pkts., kafir, mlo.
Vickers Grain & Seed Co., grain and field seeds.

LINCOLN, NEBR.

Grain Exchange Members.

Ewart Grain Co., wheat, corn, oats, rye, barley.*
Fooster, E. D., feeders supplies.
Lincoln Grain Co., grain merchants.*
Wright-Leet Grain Co., receivers and shippers.

LITTLE ROCK, ARK.

Grain Exchange Members.

Cable & Stockton, hay, grain, feed.
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Wilson Co., John R., grain brokers.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farner & Sons, Oscar, hay, grain and feeds.*
Fruechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Verhooff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Clark-Burke & Co., grain and hay.
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Delta Flour & Feed Co., flour, feed, meal, grains.
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers.
Hasenwinkle, H. J., consignments.
International Sugar Feed Co., feed mfrs. and grain.
Lovitt & Co., L. B., cotton seed and peanut products.
Mississippi Elevator Co., grain dealers, feed mfrs.*
Pease & Dwyer, grain, mixed feed.
Quaker Oats Co., feed & cereal mfrs.
Royal Feed & Milling Co., mixed feed mfrs.
Sesum Grain Co., grain, mixed feed.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MERIDIAN, MISS.

Board of Trade Members.

Lyons & Co., A. J., whlse. gro., grain, feed.
Meyer Bros., wholesale groc., grain, feed.
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whlse grain, feed, flr., gro.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bartlett & Son Co., L., grain com. merchants.*
Bell Co., W. M., commission merchants.*
Blanchard Grain Co., grain receivers.*
Blanchard Grain Co., "Always Dependable."*
Buerger Commission Co., grain and seed.
Cargill Grain Co., grain and seeds.*
Donahue-Stratton Co., dlsr. grain and feed.*
Flanley Grain Co., consignments solicited.
Frank-La Budde Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Kamm Company, P. C., grain shippers.*
Lauer & Co., J. V., grain merchants.
Merriam Commission Co., consignments.
Milwaukee Grain Commission Co., grain commission.*
Mitchell Co., W. C., commission merchants.*
Mohr-Holstein Commission Co., grain merchants.*
Rang & Co., Heary, commission merchants.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elevtr. Co., grain receivers and shippers.*
Runkel & Dadmun, grain commission merchants.*
Taylor & Bourne Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*
Updike Grain Co., consignments solicited.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Banner Grain Co., grain receivers.
Benson, Quinn Co., grain commission.*
Cargill Commission Co., grain commission.
Carter-Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dalrymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Malinquist & Co., C. A., receivers & shippers.
McCarthy Bros. & Co., grain commission.*
McCarthy Bros. & Co., receivers & shippers.
McCaull Dinsmore Co., consignments solicited.*
Mitchell Co., W. C., grain commission.*
Poehler Co., H., grain commission.*
Seidl, Frank J., all grains and feeds.
Sterling Grain Co., receivers and shippers all grains.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats and screenings.
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.

MOULTRIE, GA.

Delay, A. J., flour and grist mill.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers & shippers.*
Allfeed Milling Co., feed manufacturers.
Kerr, S. S., receiver and shipper.*
Nashville Grain & Feed Co., receivers & shippers.
Tennessee Grain Co., receivers and shippers.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Fox Co., C. B., exporters.
Gibbons, J. T., gr. dealers, mixed fd. mfrs., exptsr.
Matthews Sons, Geo. B., mill feed manufacturers.
Nathan & Fettes, fwdg. agt. & expt. fight broker.*
Neumond, Inc., K. & E., dlsr. & exptsr in feed articles.
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Waterman & Co., J. S., gr. flour & fd. bkrs., dr. jobsr.*

NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Bennett & Co., Jas. E., gr. stocks, cotton, provisions.*
Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Coyle Co., The W. H., c/s pkts., grain, hay.
Dustin Grain Co., grain, feed, seeds.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.
Maney Export Co., grain merchants.
Marshall Grain Co., grain, feed, seeds.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.*
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
Leopold-Briggs Grain Co., conscientious service.
Maney Grain Co., The, consignments.*
Miller Wilson Grain Co., receivers and shippers.
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PARIS, ILL.

McCordle-Black Co., grain commission merchants.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.
Luke Grain Co., grain commission.*
McFadden & Co., G. O., consignments.
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Lemont & Son, E. K., wheat, corn, oats, flour, feed.
McKay, Donald, grain and millfeeds.
Magee & Co., Geo. A., receivers & shippers.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Standard Hay & Grain Co., grain and hay.
Stites, A. Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.
Hardman & Heck, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCaffrey & Sons, Daniel, hay & grain.
McCague, R. S., grain, hay.
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, MAINE.

Casco Grain Co., wholesale, grain & feed.
Doten Grain Co., The, grain, feed, flour.
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you quickly with representative shippers everywhere.*

*A Kansas dealer, who advertised
his elevator for sale in the Journal, at
a stipulated price, received so many
replies from prospective buyers he
decided to keep it.*

The Growth in Size and Importance of the **DENVER** Grain Exchange

During the past two years is due to the realization, on one hand, of a large number of country shippers that Denver can serve them a little better, and a realization on the other hand by grain firms at terminal markets all over the country, that Denver offers them exceptional opportunities to fill contracts.

Communicate with any of the following Denver Grain Exchange Members.

O'DONNELL GRAIN CO.

Think O'Donnell when you think Grain—whether you buy, sell or consign.

PHELPS GRAIN CO., T. D.

Wholesale Grain and Beans.

SCOTT-GEORGE GRAIN CO.

Wire us when you are in the market to buy or sell Wheat, Corn, Oats, Rye and Barley.

SUMMIT GRAIN CO., THE

Receivers and shippers of all kinds of grain. Wire or phone us.

CONLEY-ROSS GRAIN CO., THE

Wholesale Grain and Beans.

CRESCENT FLOUR MILLS, THE

We buy Wheat, Corn, Oats, Beans, etc.

MOORE-LAWLESS GRAIN CO.

Kansas City, Denver and Atchison. Private wires to all markets.

HUNGARIAN FLOUR MILLS

Dealers in Wheat, Corn, Oats, Rye and Barley.

O. M. KELLOGG GRAIN CO.

Receivers and shippers of all kinds of Grain.

McCAULL-DINSMORE CO.

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Wholesale Grain—get in touch with us.

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Buyers and Sellers Corn, Oats, Barley.

THE F. C. AYRES MERCANTILE CO.

Corn, Oats, Barley, Rye, Hay, Milling types Hard and Soft Wheats. Receivers and Shippers

FRED W. ELDER GRAIN CO.

"Always working." Hastings and Grand Island, Nebr.

THE ADY & CROWE MERC. CO.

Grain, Hay, Beans.

DENVER ELEVATOR

We buy and sell Grain of all kinds, also Beans.

THE A. McCLELLAND MERCANTILE, I. & R. CO., PUEBLO, COLO.

We are Members of the Denver Grain Exchange

If you wish to buy or sell grain in carlots write us.

Pueblo is the Real City of Opportunity, Sunshine and Health.

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THE UPDIKE GRAIN COMPANY

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Omaha

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Receivers and Shippers

GRAIN

Consignments Solicited
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Universal Grain Code

Designed especially to reduce the telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

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Grain Dealers Journal
305 So. La Salle St. Chicago, Ill.



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MILLER-WILSON GRAIN CO.
GRAIN MERCHANTS

200-201 GRAIN EXCHANGE

OMAHA

RECEIVERS & SHIPPERS



Buyers and
Sellers

**WHEAT, CORN
OATS**

TWO Terminal
Elevators

Million bushel
capacity

CHOICE MILLING WHEAT

CONSIGNMENTS

Tell us what you
need for your
Grain Elevator
and we'll tell you
where to get the
latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St.,
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Produce Exchange
Members**Picard Grain & Produce Co., Inc.**
EXPORTERSCable Address
PICARDCOMP

NEW YORK

Brainard Commission Co.

Receivers and Exporters

OATS and BARLEYSend samples all off grade grains
Consignments Solicited

Produce Exchange, NEW YORK

L. W. FORBELL & CO.*Strictly Commission Merchants***Specialists in WHEAT, CORN, OATS**

Consignments Solicited

340-342 Produce Exchange, NEW YORK, N. Y.

KNIGHT & COMPANYGrain Brokers and
Commission Merchants

CONSIGNMENTS SOLICITED

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Every time you mention the

GRAIN DEALERS JOURNALto an advertiser, you
help to make it bigger and better.*For whatever you wish to know
about equipment or supplies used
in or about a grain elevator ask the***Information Buro**

Grain Dealers Journal Chicago, Ill.

Corn Exchange
Members

BUFFALO

Corn Exchange
Members**BUFFALO GRAIN COMPANY**Receivers, Forwarders and Commission
Consignments Solicited

Est. 1903

Barley a Specialty

**"Follow the Flag"**It Leads to Success
CONSIGNMENTS**URMSTON GRAIN COMPANY**

Buffalo, N. Y.

Indianapolis, Ind.

A. W. HAROLD**GRAIN BARLEY** A Specialty

717 Chamber of Commerce

BUFFALO, N. Y.

**Electric
Consignment
Service**A reliable service designed
to meet the requirements of
shippers to the Buffalo Mar-
ket. We solicit your shipments.**ELECTRIC
GRAIN ELEVATOR
CO., BUFFALO**Carrying money to the bank becomes a habit with Advertisers who reg-
ularly use the advertising pages of the GRAIN DEALERS JOURNAL.Ship Us Your
Corn, Oats and Wheat**Regardless Of Its Condition**We operate the Superior Elevator
equipped with all modern machinery
for handling grain**PRATT & CO.**

OPERATORS OF

SUPERIOR ELEVATOR

910 Chamber of Commerce, Buffalo, N. Y.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR***Place an ad. in the "Wanted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns.*Commercial Exchange
Members

PHILADELPHIA

Commercial Exchange
Members**Consigning Wheat to Lemont Pays**42 years in the grain business, no complaints,
everybody satisfied. *Export and Domestic.***E. K. LEMONT & SON**

488-90-92 Bourse, Philadelphia, Pa.

RICHARDSON BROS.BROKERS
WANT OFFERS**GRAIN FLOUR MILL FEED**Delivered Philadelphia
Either Export or Domestic
The Bourse

George A. Magee

D. V. Heck

George A. Magee & Co.

CONSIGNMENTS SOLICITED

Receivers & Shippers

Flour Mill Feed Grain Seeds Hay
688 Bourse Philadelphia, Pa.**E. E. Delp Grain Co.**

Elevator and Mills---Bourbon, Indiana

Eastern Office, Philadelphia, Pa.

L. F. MILLER & SONS

Consignments Solicited

Receivers and Shippers of

GRAIN, FEED, SEEDS, HAY, ETC.

Office 2931 N. Broad St.

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S. H. YOUNG & CO.**WHEAT — CORN — OATS**

417-19 Bourse Bldg.

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H. C. JONES & CO.
BALTIMORE
Grain and Hay
Consignments or Direct Purchases

CONSIGNMENTS A SPECIALTY
JOHN T. FAHEY & CO.
Commission Merchants
Grain Receivers and Shippers
In the Market every day
Remember us on Rye BALTIMORE, MD.

Established 1900
G. A. HAX & CO.
COMMISSION
Grain and Hay
BALTIMORE MARYLAND

GILL & FISHER
Grain Receivers and Shippers
BALTIMORE

Baltimore Grain Co.
Consignments
Baltimore Maryland

C. P. BLACKBURN & CO.
COMMISSION MERCHANTS
Grain Receivers Exporters
Sell to US Consign to US

Chas. England & Co., Grain-Hay-Seeds
Commission Merchants - 308-310 Chamber of Commerce, BALTIMORE

By concentrating your advertising in
THE GRAIN DEALERS JOURNAL
you can cover the Grain Dealers
of the country at one cost.

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THE BAKER-EVANS GRAIN CO.

601 Board of Trade, WICHITA, KANSAS

MILLING and EXPORT WHEAT, CORN and MILL FEEDS

RAYMOND GRAIN CO. GRAIN MERCHANTS
CONSIGNMENTS
MILLING and EXPORT WHEAT

CARROLL GRAIN COMPANY
WICHITA, KANSAS
Receivers and Shippers
GRAIN and FEED

HIPPLE GRAIN CO.
CONSIGNMENTS
WHEAT - CORN - OATS - KAFFIR - MILO
212 Board of Trade, WICHITA, KAN.

When you see it in the
JOURNAL
help us by saying so

RECEIVERS who want to reach the regular
grain dealers of the country
use space in the
Grain Dealers Journal

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Moore-Lawless Grain Co.
CONSIGNMENTS—FUTURES
Private Wires to All Markets
Board of Trade

THE BLAIR MILLING CO.
MILLERS OF
WHEAT AND CORN
Ask for bids and quotations

THE S. R. WASHER GRAIN CO.
ELEVATOR "A"
Receivers — Shippers
COMMISSION MERCHANTS

DILTS & MORGAN
GRAIN MERCHANTS
CONSIGNMENTS—FUTURES
Correspondent Thomson & McKinnon

Elevator Equipment
Tell us what you need for your Grain
Elevator and we'll tell you where to
get it. We make no charge whatever for
this service.
GRAIN DEALERS JOURNAL, CHICAGO

THE BLAIR ELEVATOR CO.
Receivers and Shippers
ELEVATOR "B"

Do It Now

Place your name and business before the progressive grain
elevator men of the entire country by advertising in the
Grain Dealers Journal. It reaches them twice each month.

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Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

TURNER GRAIN CO.

Merchants Exchange
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Grain Commission

Matchless Service

Established 1877

Langenberg Bros. Grain Co.

St. Louis

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RECEIVERS
SHIPPERS
**MARSHALL HALL
GRAIN CO.**
ST. LOUIS
EXPORTERS
OF GRAIN

PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY AND GRASS SEEDS

125 MERCHANTS EXCHANGE BLDG.

ST. LOUIS, MO.

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ELMORE-SCHULTZ GRAIN COMPANY
EXPERT—SERVICE—GIVEN—CUSTOMERS

105-107 Merchants Exchange

ST. LOUIS

It is better to have shipped to us than to wish you had

Goffe & Carkener Co.

513-16 Merchants Exchange

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GRAIN & SEEDS
SAINT LOUIS

W. C. GOFFE
G. S. CARKENER
G. C. MARTIN, JR.

K. C., MO., Office,
101-102 Board of Trade

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W. C. MITCHELL CO.

Formerly Randall, Gee & Mitchell Co.
Especially Equipped to Handle
CONSIGNMENTS
Shippers of CORN and OATS
MILWAUKEE, WIS.

E. P. BACON CO. Grain Commission Merchants

Sellers of Cash Grain and
Field Seeds on Consignment
MILWAUKEE--CHICAGO--MINNEAPOLIS

For Consistent SERVICE
Ship to
Blanchard Grain Company
34 New Insurance Building
MILWAUKEE, WIS.
1920 A. D.
"A D" meaning Always Dependable

RECEIVERS, SHIPPERS AND BROKERS

Solicit inquiries for Natural and Kiln
Dried Corn, Country White Oats
E. A. GRUBBS GRAIN CO.
Greenville, Ohio

CENTRAL MILLS COMPANY
JOBBERs and FEED MFRS.
DIXON, ILL.

Send us samples whenever you can offer any grain
Byproducts, such as Oat Clips, Barley Chaff,
Wheat Scourings and Elevator Screenings.

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
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TRUSLER GRAIN CO.

RECEIVERS--SHIPPERS
All Grains---All Grades
EMPORIA, KAN.

SWIFT GRAIN CO.

Murphy Building
Detroit, Michigan

Consign or Ask Us for Bid

CONSIGN
WHEAT - CORN - OATS
—TO—
DUMONT, ROBERTS & CO.
626-8 Murphy Building, Detroit, Mich.
"The top 'o the market to you"

TAYLOR & PATTON CO.

Terminal elevator capacity
250,000 bushels. Buyers and
shippers of Corn and Oats.
DES MOINES - IOWA

Central Iowa Grain Co.

GRAIN MERCHANTS

Consignments Solicited

Exceptional Service Assured

Youngerman Bldg., Des Moines, Iowa

ALFALFA HAY IN BALES

May be treated by the New Process of Injecting
Food Values into the Bales to create an econom-
ical ration for feeding stock.

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DULUTH

Write for Samples and Quotations

Shippers

Fancy Oats Feed Wheat
Mill Oats Barley
Screenings Rye

W. C. MITCHELL CO.

Formerly Randall, Gee & Mitchell Co.

Duluth produces large quantities of

Grain Screenings

Let us know your requirements

RECEIVERS, SHIPPERS AND BROKERS

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of

Corn, Oats, Mill Feed

Ask for Prices

The W. L. RICHESON CO., Inc.

FREIGHT

BROKER AND FORWARDERS

613-614-615 Whitney Central Bldg.

NEW ORLEANS

RED MILLING WHEAT

MILL FEED

Daves & Daves Grain Co.

WINFIELD, KANSAS



LANE & SONS GRAIN CO.

KAFFIR-MILO-WHEAT

CLOVIS

NEW MEXICO

Cedar Rapids Grain Co.

RECEIVERS and SHIPPERS

CEDAR RAPIDS, IOWA

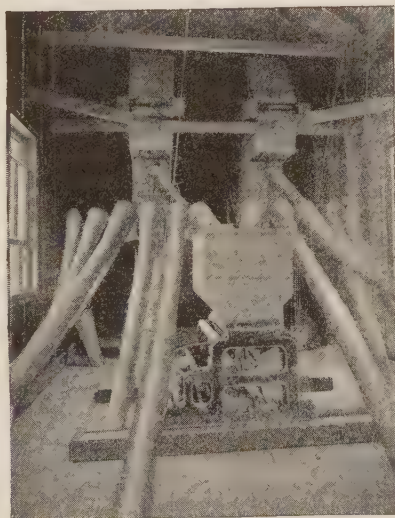
MODERN FLOUR MILLS

1,000 Bbls. Daily
In the Market for

Red Winter Wheat

MACON, GA.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.



The Acknowledged Superiority OF THE NEW RICHARDSON FULLY AUTOMATIC

GRAIN SHIPPING SCALE

Rests Upon the Actual Service It Renders

Hand operated or semi-automatic hopper scales keep you busy from one to two hours loading each car. They require constant attention.

A Richardson Fully Automatic loads it for you without any help. You are free to check in your grain or attend to other work.

Outclassing every other type of so-called automatic, a Richardson is the only entirely self-operating machine that can load a car by itself. It is the only chokeproof and entirely self-compensating automatic that is made.

RICHARDSON SCALE COMPANY, Passaic, N. J.

Chicago

Minneapolis

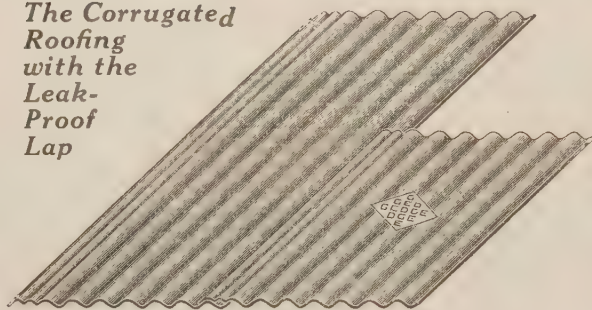
San Francisco

Wichita

Omaha

"COR DRI" ROOFING

*The Corrugated
Roofing
with the
Leak-
Proof
Lap*



SEE AIR SPACE

PATENTED DEC. 8, 1914

A PERFECTLY water-tight joint is formed by the patent air space at every lap, which acts as a drain channel. All water that leaks over the first lap flows down the air channel and out.

"COR DRI" Roofing will last longer than the old style Corrugated Roofing for the reason that the leak-proof lap with air-space drains the joint or seams, and because it is made of the best quality open-hearth steel.

"COR DRI" Roofing is better than the ordinary Corrugated Roofing because it makes a leak-proof roof.

"COR DRI" Roofing can be used with and will fit perfectly the regular standard stock Corrugated Sheets.

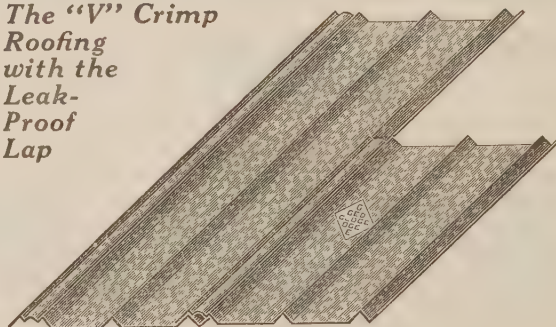
"COR DRI" Roofing sells readily and makes satisfied customers.

We also manufacture a complete line of Standard Corrugated Sheets and other Styles of Metal Roofings, Roof Gutters, Valleys, Conductor Pipe, Eaves Trough, Hip Shingles, Metal Corners and Flashings.

GEDGE BROS. IRON ROOFING CO.

"VEE DRI" ROOFING

*The "V" Crimp
Roofing
with the
Leak-
Proof
Lap*



SEE AIR SPACE

PATENTED DEC. 8, 1914

THE ROOF is the greatest factor in the life of a building and the protection of its contents.

A BAD, leaky roof rots the walls and timbers, and destroys the contents of a building. One leak may cost more than a new roof.

"VEE DRI" Roofing will not leak.

"VEE DRI" Roofing is specially adapted for elevators.

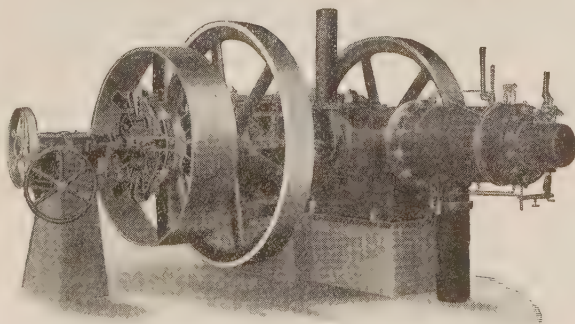
"VEE DRI" Roofing best for all roofs.

ANDERSON, INDIANA

MUNCIE

Heavy Duty

Oil Engine



USE CRUDE OIL AND FUEL OIL

Reduce Your Fuel Bill 80 Percent
Sizes 10 to 250 H. P.

MUNCIE OIL ENGINE CO.
MUNCIE, IND., U.S.A.

Branches: Atlanta, Ga. Dallas, Tex. Export Dept.
36-40 W. 60th St., N. Y. City

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Herringbone Reduction Gears
Bag Closing Machine	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
Roller	Oat Bleachers and Purifiers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	Kerosene Engine
Car Mover	Motors
Car Puller	Power Shovel
Car Seals	Renewable Fuse
Cleaner	Rolls for Cracking Corn
Clover Huller	Sample Envelopes
Coal Conveyor	Scales
Conveying Machinery	Scarifying Machine
Distributor	Self Contained Flour Mill
Dockage Tester	Separator
Dump { Auto Truck	Sheller
Wagon	Sieves
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



**Armco Siding
and greater
elevator salvage**

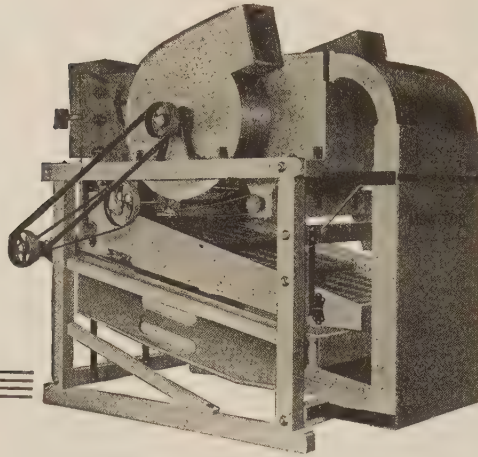
At 6:15 p. m. March 19, 1921, the explosion of dust in the Northwestern Terminal Elevator killed six men. 12 driers were demolished and 18 bins were wrecked, with a total damage of \$2,000,000. Built of concrete construction, the explosion completely destroyed the side walls of the working house. Had these walls been Armco covered with American Ingot Iron the salvage would have been nearly complete. Explosions in grain elevators are occurring with such frequency as to warrant this consideration of Armco siding on the working houses of all terminal elevators.

**THE AMERICAN ROLLING MILL CO.
Middletown, Ohio**



**The American Rolling Mill Co.
Middletown, Ohio**





What plans are you making for this year's business?

Most grain handling plants run thru 1920 lacking something. This year it is going to require modern equipment to produce profit. That's why you should be interested in the MONITOR Cleaners. Modern in every detail, they will return maximum profits. We make no comparative claims—simply that the MONITOR will produce maximum profit.

Be sure that the machine you need is in position when you need it.

Canadian Plant
HUNTLEY MFG. CO., Ltd.
Tillsonburg, Ont.

HUNTLEY MANUFACTURING CO.

DEPT. B

Silver Creek, N. Y.

MILLERS—GRAIN MEN—

Stop to consider the ECONOMY and SATISFACTION in a RECEIVING and CLEANING UNIT for handling Farmers' wheat from wagon or truck. IT IS ECONOMICAL in that you pay for the cleaned wheat only. We SPECIALIZE on the EQUIPMENT and INSTALLATION of these outfits. Write us for further information and testimonials on the outfits we have furnished.

FURTHERMORE—

We SPECIALIZE on ROLL GRINDING and CORRUGATING, and can furnish a superior class of work on all STANDARD and SPECIAL CUTS. We are the ORIGINATORS of the PEERLESS "V" and "U" THREAD CORRUGATION for making 96% cracked Corn or Wheat. Give us a trial.

PEERLESS PRODUCTS

Self Rising and Pancake Flour Mixers
Feeders and Disc Aspirators
Friction Coupling and Pulley Clutches

COMPLETE STOCK

"Dufour" Silk Bolting Cloth
Cloths made up Accurately and Promptly
Ladew "Hoyt" Leather Belting
Tyler Wire, The "BUCKLEY" and Supplies
of all kinds for Mills and Elevators

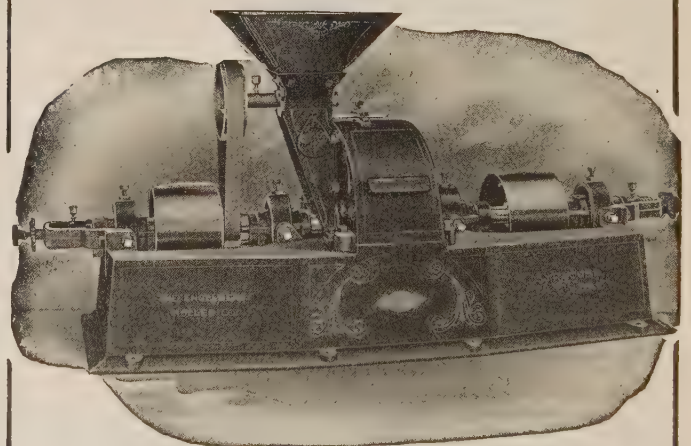
*Flour Mills Built and Remodeled
Corn Mills Equipped on the "WATKINS" SYSTEM*

ESSMUELLER MILL FURNISHINGS CO.

1216-1224 So. 8th St.

St. Louis, Mo.

You Cannot Judge A Mill by the Advertised Description



If you are interested to know why our "HALSTEAD" has larger capacity; does better work with less power, at about one-half upkeep expense, and original cost of Mill from 40% to 60% less than other makes, write us for catalogue.

THE ENGELBERG HULLER CO.

831 W. Fayette Street

SYRACUSE, N. Y.

A modern shipping equipment of tank steamers, tank cars and tank stations at New Orleans, Louisiana, and Gulfport, Mississippi, enables us to place at your command a dependable service for your requirements of

Cane Blackstrap Molasses

Write or wire for quotations

American Sugar Refining Company

Molasses Division

Chicago

New York

New Orleans

EUREKA PRICES REDUCED

TO CONFORM WITH REDUCTIONS IN COST OF RAW MATERIALS

This happy state of affairs has been brought about by more favorable buying conditions, a more perfect control of time and materials, increased efficiency of labor and a larger output per machine.

The savings made by our closely scrutinized manufacturing methods have been passed on to the buyer. Taking into consideration the improvements made in our product, and except for the obvious duty of collaboration among manufacturers to restore the morale of business, there is really little or no justification for price reduction at this time.

"Eureka" Quality will not be sacrificed, regardless of price.

Our effort in our service to the elevator and milling industries will remain the same—not how cheap, but how good.

"Eureka" machines will always be known as products of Quality.

When you buy a "Eureka" you are making a safe investment. You are placing your faith and trust and money in a machine made and backed by the oldest and largest manufacturer of Grain Cleaning Machinery in America.

New Lists now ready.

S. HOWES CO., Inc.

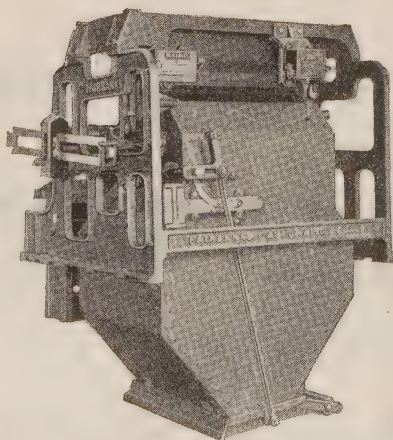
EUREKA WORKS

SILVER CREEK, N. Y.



Automatic Elevator Scale With Visual and Type Registering Counter

Weighs any standard grain without changing weights. Saves time, trouble and labor—gives accuracy and long service. Equipped with two separate counters operated independently—a double check on readings.



Every Fairbanks Scale is backed by over Ninety Years experience in scientific scale construction.



Fairbanks, Morse & Co.
Incorporated. CHICAGO

Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

OUR MOTTO for over twenty-five years has been **SAFETY FIRST.**

During these years we have equipped hundreds of elevators with dust collecting systems to

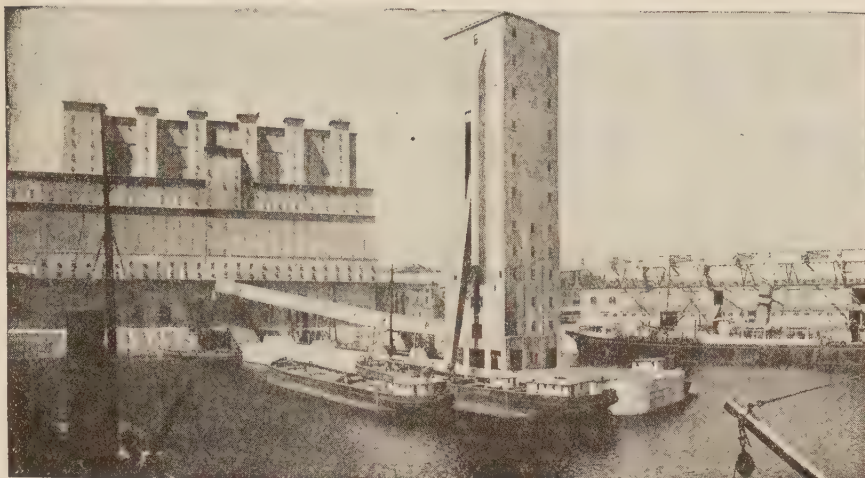


prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.



WEBSTER EQUIPMENT

NOW—When economical production is necessary, and elimination of waste so vital—is the time to purchase material handling equipment which can effect important economies and increase production at reduced manufacturing cost.

Webster engineers are prepared to put the skill and experience of a half century into any conveying problem you may have—and it is more than probable that somewhere in this accumulated experience, they have found the answer to your particular problem, and can recommend equipment which will measure up to your requirements, thus saving the expense of preliminary study. Why not take advantage of an organization having such a background of experience?



THE WEBSTER MFG. COMPANY
4500 - 4560 CORTLAND STREET
CHICAGO

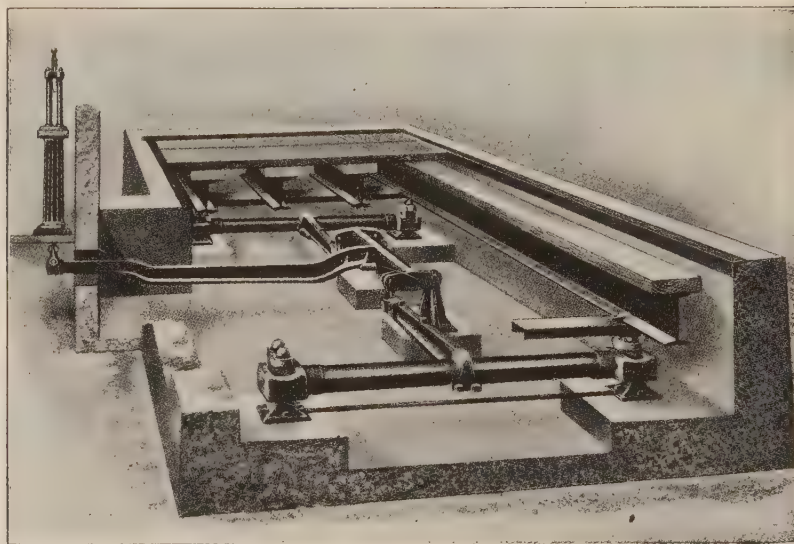
FACTORIES CHICAGO AND TIFFIN, OHIO.

SALES OFFICES IN PRINCIPAL CITIES

Howe Ball Bearing Auto Truck and Wagon Scales

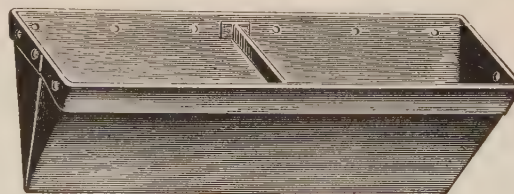
The cut below shows our **Special 10-Ton Auto Truck and Wagon Scale** for Country Elevators and Coal Yards. Platform 16x8 and Full **Heavy Steel Four I Beam Construction**, with Angle Iron Outside Frame.

H
O
W
E

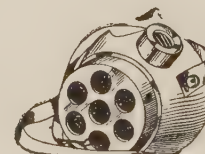
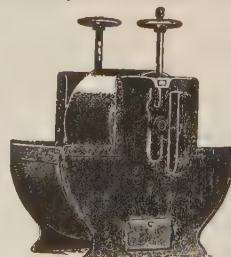
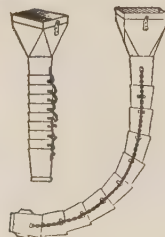


H
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Over **200** of these Special Scales sold in Nebraska and Iowa in 1920. Send for this list. Write users and get their opinions of this **Special Scale**.



Minneapolis V Buckets
Salem & Empire Buckets, Large Stock



Dust Protectors



Complete stocks of all kinds of Pulleys, Belting, Sprockets, Loading Spouts, Grain Spouting and everything for a complete elevator. Write us.

AMERICAN SUPPLY & MACHINERY CO.

OMAHA

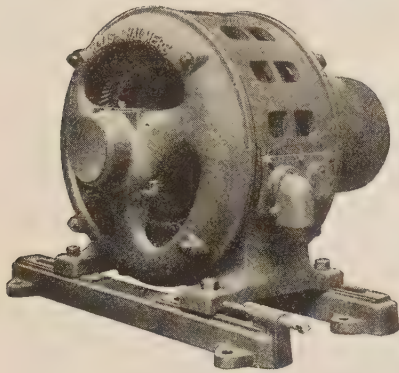
1102 Farnam Street

NEBR.

Electrical Machinery

for

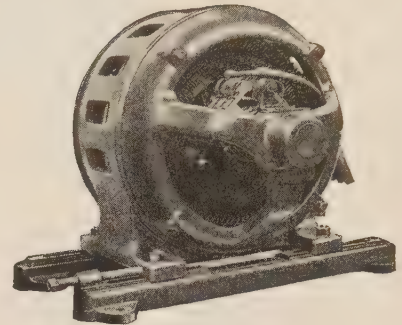
Flour Mills and Grain Elevators



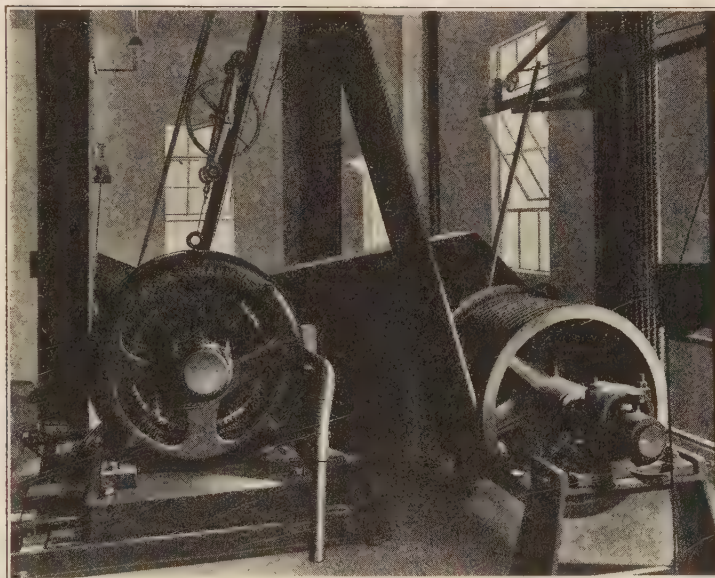
Squirrel Cage—Belted

Polyphase Induction Motors

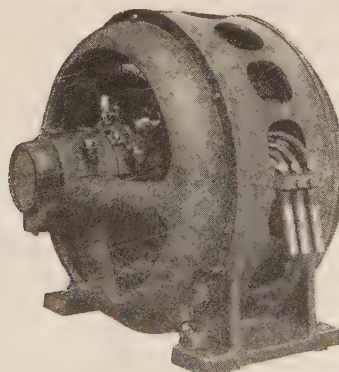
Type AN Squirrel Cage
Type ANY Slip Ring



Slip Ring Type—Belted



Superior Design
and
Rugged Construction



Slip Ring Direct Connected

Built for all
Classes
of Service

ALLIS-CHALMERS

MILWAUKEE, WIS. U. S. A.



CARTER DISC SEPARATOR

Means Larger Profits for You

IT cleans oats and barley out of wheat in one operation—cleaner than has ever been possible.

It enables you to get a higher grading on your wheat. It saves you the loss of wheat in the tailings. The scouring action of the discs increases the test weight of your wheat about one pound per bushel.

Its principle of operation is entirely different than that of sieve separators. It has no complicated mechanism, no sieves or brushes—no air suction or vibration. It requires little or no attention. Compact, fully enclosed and needs little room. Nothing to wear out or get out of order.

Made for various classes of separation:

The A Type machine separates—

- oats and barley from wheat, including Durum,
- wheat from screenings,

—oats and barley from rye,

—or seeds and wheat from oats.

The Seed Type machine removes wild peas, cockle and seed from wheat.

Try It at our Risk

The Carter Disc Separator is sold under the most liberal guarantee ever made. There are no strings to it—you are the judge and jury. If, after a reasonable trial, it is not satisfactory to you in all respects, we agree to accept its return and give you full credit for it.

Write for Full Information You're losing money every day you are without the Carter Disc Separator. You pay for it whether you buy it or not. There is no obligation in writing—do it today.

Carter-Mayhew Mfg. Co., 611 Fifth Ave. South, Minneapolis, Minn.
In Canada: Manufactured and Sold by The Strong-Scott Mfg. Co., Ltd., Winnipeg



Better Paint Protection At Lower Cost



Paint economy is not the price per gallon paid, but the number of years of service a paint will give.

Cheap paints necessitate frequent repainting. Long service paint, because of its better protective qualities, makes frequent repainting unnecessary, and gives better protection at less cost.

DIXON'S Silica-Graphite PAINT

will lower your paint cost and give better and longer protection at the same time. It is made in **FIRST QUALITY** only. Its reputation for economy covers a period of over Fifty years. Wherever a protective paint is required for metal or wood work, Dixon's Silica-Graphite Paint has no equal in long and effective service.

Write for Booklet No. 15 B, and long service records.

Made in JERSEY CITY, N. J., by the

JOSEPH DIXON CRUCIBLE COMPANY

JERSEY CITY, N. J.

ESTABLISHED 1827



SIDNEY ELEVATORS AND MAN LIFTS

are Money Makers

They will reduce your handling expense and speed up your work. Easily installed. For quotations give your requirements. **SIDNEY ELEVATOR MFG. CO.** Sidney, Ohio

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

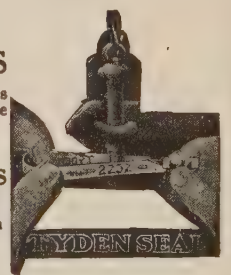
Prevent

CLAIM LOSSES

10,000 SHIPPERS

Are now using them

Write for samples and prices.



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President

617 Railway Exchange Bldg., CHICAGO, ILL.

OUR NEW HOME



UNION FUEL BLDG.
123 W. Madison St.
Chicago



UNION FUEL COMPANY

Miners and Distributors of Bituminous Coal

A company with definite ideals.

Uniting:

- Mines of established reputation
- Compactness of location
- Unexcelled transportation
- Experienced supervision
- Efficient service to customers

GENERAL OFFICES

Union Fuel Building, Chicago

L. J. Pulliam, President
Andrew Stevenson, Vice-Pres.
A. E. Lee, General Sales Manager
B. F. Bliss, Auditor

OPERATING OFFICES

Reisch Bldg., Springfield, Ill.

G. W. Hatch, General Sales Mgr.
H. E. Smith, Gen'l Supt.
L. S. Short, Purchasing Agent

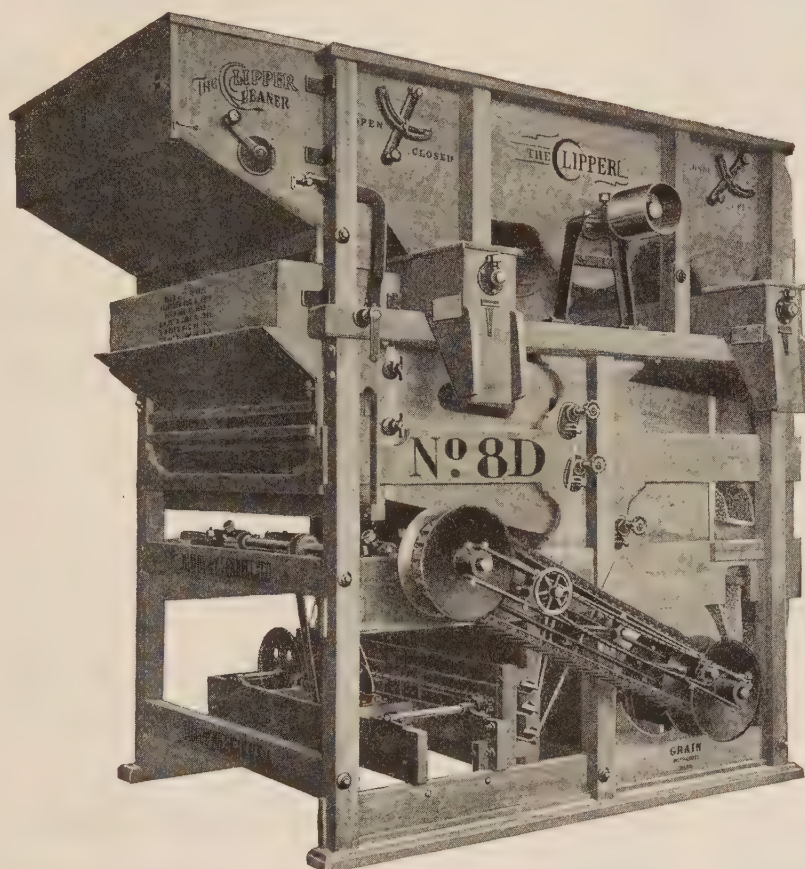
MINES LOCATED AT

No. 1 Nilwood, Ill.
No. 2 Keys, Ill. (Tuxhorn)
No. 3 Auburn, Ill.

No. 4 Athens, Ill.
No. 5 Selbytown, Ill.
No. 6 Girard, Ill. (Ridge)

CLIPPER

Double Suction Dustless Grain Cleaners



with—

Variable Air Regulator
Ball Bearing Suction Fans
Ball Bearing Loose Pulley
Improved Screen Holders
New Traveling Brush Adjustment
New Type Cross-Head for Brush Drive

In all these ideas the Clipper leads the Grain Cleaner Industry. It is just such things that make the Clipper the most popular cleaner on the market.

Results Actually Produced by CLIPPER CLEANERS in Operation

are far more convincing than empty claims. We have a large number of these Cleaners in use in the grain growing states and every owner or operator of a No. 8-D or No. 149-D Cleaner can vouch for the **HIGHLY PROFITABLE RESULTS** and **SATISFACTION** THEY GIVE.

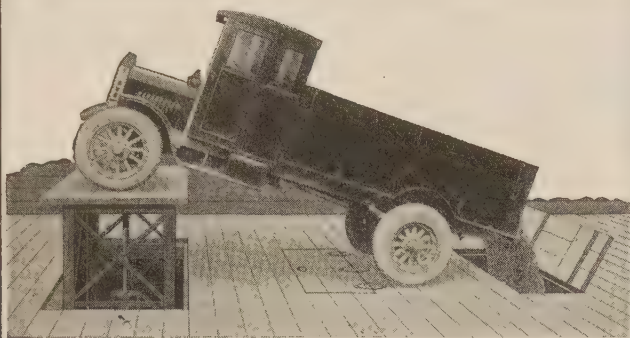
The Clipper Cleaner is not an experiment. Years of constant study and untiring efforts have enabled us to produce a machine that stands **SECOND TO NO OTHER CLEANER ON THE MARKET.**

PRICE

No. 149-D.....	\$483.00
No. 8-D.....	552.00

CATALOG ON REQUEST

A. T. FERRELL & CO. SAGINAW MICHIGAN



KEWANEE LIFT

ALL STEEL—BALL BEARING

We do not know of a single objection to lifts that has not been overcome in the KEWANEE LIFT. It is all steel—no wood to swell or rot. With the exception of the platform top there is no wood used in the construction of the KEWANEE LIFT. It is all of steel, cannot warp or buckle.

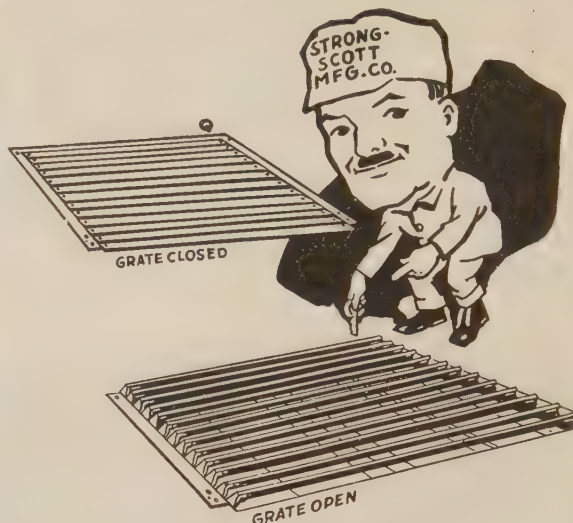
By combining the all-steel feature with ball-bearing operation the KEWANEE gives the utmost in satisfactory operation and long life. It is the only dump designed to operate in one unit with either trucks, wagons or sleds.

Regardless of what equipment you may use the KEWANEE is universally adaptable without change or addition. It will not get wobbly, operates smoothly under all loads and will support 50 tons. It has no chains, geared cables, pulleys or overhead framework. It is simple in its construction—easy to operate—quick. Raises and dumps in a few seconds, without locking front or rear wheels. Will not permit sliding while unloading. Accommodates any size or length truck, wagon or sled.

Simple and Durable

The illustration above shows the KEWANEE lift in operation. It operates with compressed air, the KEWANEE tank being in accordance with American Society of Mechanical Engineer's specifications. No complicated set of gears or sprockets to get out of order and throw your entire outfit out of working condition until repairs can be received. A single turn of the valve raises the lift any height desired. Opening the blowoff valve lowers the platform gently to its original level. No time lost—no doubt—no exertion—quick—positive—dependable. Write today for full description and details.

KEWANEE IMPLEMENT COMPANY
514 Commercial St. KEWANEE, ILLINOIS



From a Weather Tight Door to an Open Grate in Two Seconds

—and without effort

This convenience is now to be had by every elevator. No more is it necessary to lift heavy trap doors. No more jobs of cleaning snow out of the pit, and best of all—no more accidents with open grates.

The Quehl Grate Door

does away with all the inconveniences caused by the common trap door in elevators. When closed it forms a weather-tight door and when open it allows the grain to pass through as quickly as through the ordinary grate.

The simple pull of a lever opens and closes the Quehl Grate Door. It is positive in its operation, simply constructed and will cause no trouble.

Put this time and labor saving convenience in your elevator before the next crop comes in. Just drop us a line today on your letterhead or a post card and say: "Send full information about the Quehl Grate Door."

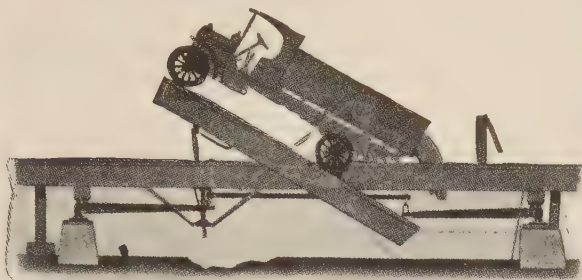
The Strong-Scott Mfg. Co.

"Everything for Every Mill and Elevator"

Minneapolis Great Falls Spokane

Use a BENSON TRUCK DUMP

The simplest Combination Dump made
for Auto Trucks, Wagons and Sleighs
ENTIRELY HAND OPERATED



We have installed hundreds of truck dumps
and **WE KNOW**

GRAIN DEALERS SUPPLY CO.

MANUFACTURERS AND CONTRACTORS

Designs and estimates furnished for new elevators

WE BUILD IN WOOD OR CONCRETE

SPECIALISTS IN REPAIR WORK

Write us at

MINNEAPOLIS

MINNESOTA

We Make a SPECIAL BUSINESS of REPAIR WORK

*Our Repair Crews for
**REMODELING and OVER-
HAULING GRAIN ELEVATORS**
Go All Over The Grain Territory*

*If you have any changes in view, write
us and we will send an engineer, with-
out cost to you to estimate your work.*

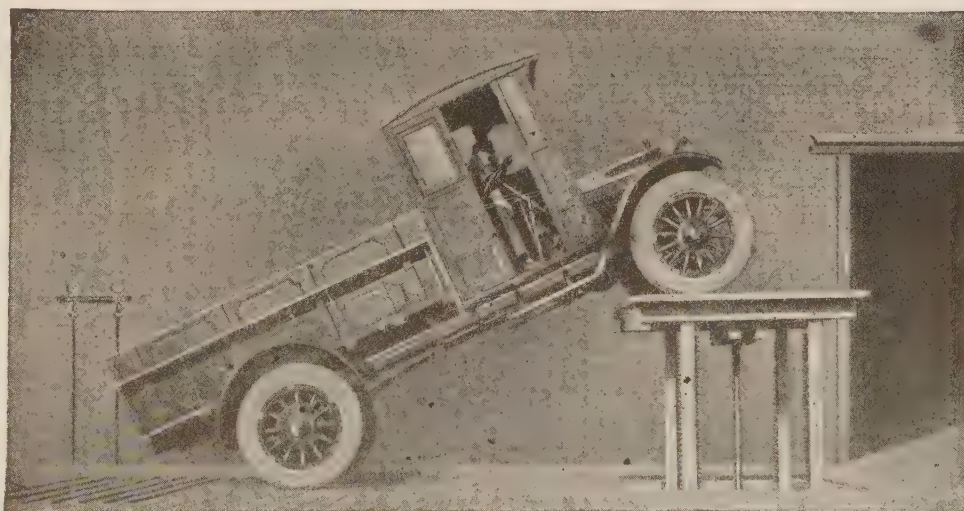
GRAIN DEALERS SUPPLY CO.

MINNEAPOLIS III MINNESOTA

BRANCHES

FT. DODGE, IA... HASTINGS, NEBR... ABERDEEN, S.D. FARGO, N.D.

TRAPP DUMPS ARE ALWAYS RELIABLE



fectly protected against binding; and, unless there is this special protection there is danger that the lift-platform will become insecure and unsafe, after a few months of continual dumping service.

ORDER A TRAPP DUMP and you can be sure beforehand that you will get the best dumping system made.

Trapp-Gohr-Donovan Company

1125-27-29 North 22nd St.

OMAHA, NEBRASKA

Either our Truck Dump or our Combination Truck and Wagon Dump would give you the very best of service in dumping all kinds of trucks, of all makes and sizes. You can absolutely depend on the Trapp Dump to operate with entire safety, yet without any waste of time.

Trapp Dumps work as quickly as possible in order to have dumping service that is positively without danger of any accidents. The Trapp Dump-Lift is fully protected against binding. The Trapp interlocking gears hold the platform firm at every degree of elevation; these gears are installed at all four corner posts of the dump-lift; the gears interlock and act as a positive counter-balance.

Trapp Dumps are the only ones that have the dumplifts per-

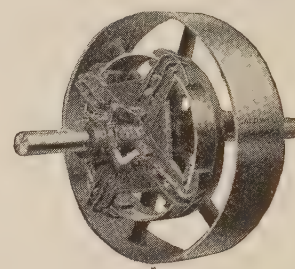
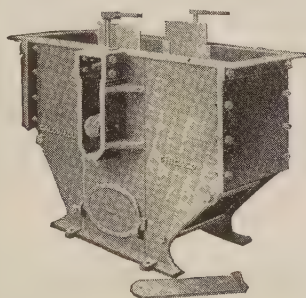
DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

Randolph Grain Driers

O. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

WIRE
WRITE
PHONE

Elevating, Conveying and Power-Transmitting Machinery



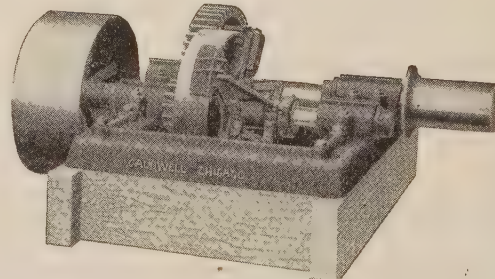
"HELICOID" AND SECTIONAL FLIGHT
SCREW CONVEYOR, STEEL CONVEY-
OR TROUGHS, STEEL LEG CASINGS, BOOTS, BUCKETS AND BOLTS FOR
ELEVATORS, CAR PULLERS, POWER GRAIN SHOVELS, DISTRIBUTING
SPOUTS, TURN HEADS, BELT CONVEYORS, PULLEYS, GEARS, BEARINGS,
SHAFTING, FRICTION CLUTCHES.

CATALOG NO. 45 SENT ON REQUEST

H. W. CALDWELL & SON CO.

17th St. and Western Ave.
CHICAGO, ILL.

New York, 50 Church St.
Dallas, Tex., 709 Main St.



Sincerity of Purpose

Service as practiced by this organization since 1896 is the kind of service that satisfies. Sincerity of purpose, together with a keen sense of responsibility on the part of every directing member of this company, are responsible for our steady growth since our factory whistle first sounded twenty-five years ago.

PUNCTUALITY—INTEGRITY—CAPABILITY

All enter in.

Beyond all, we've a genuine sincere interest in our work.

Isn't it reasonable and logical to believe that the real reason so many millers and elevator operators show a preference for Invincible machines, is the way they do the work.

Invincible Grain Cleaner Co.
Silver Creek, New York

Announcement

Fully realizing the necessity of an Organization where the Elevator Operator and Manager may receive the attention, service, and unexcelled quality of material, which is one of the greatest essentials to success, we take pleasure in announcing a thorough reorganization for the purpose outlined above.

The recent installation of additional steel shop equipment places us in position to manufacture all classes of steel work for your particular requirements.

Our Engineering Department having years of experience in the Grain Elevator line stands ready to assist you in advising the most modern and practical methods of bringing your Elevator up to the highest point of efficiency.

That we may be in position to render service in the way of prompt shipment, a complete line of the following materials is carried in stock.

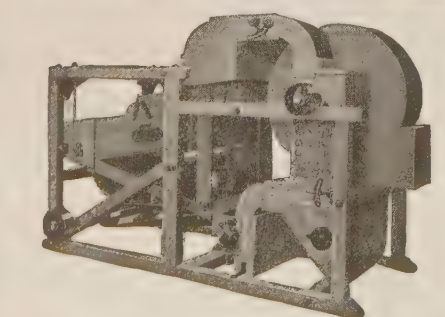
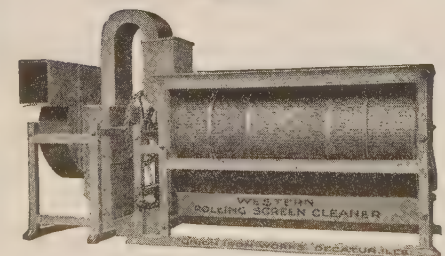
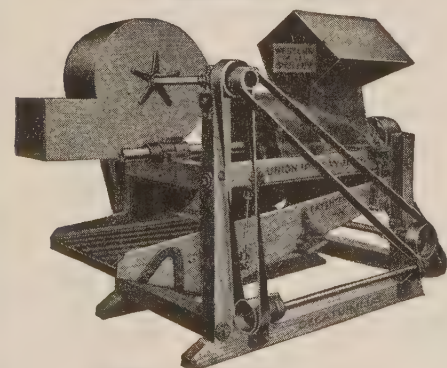
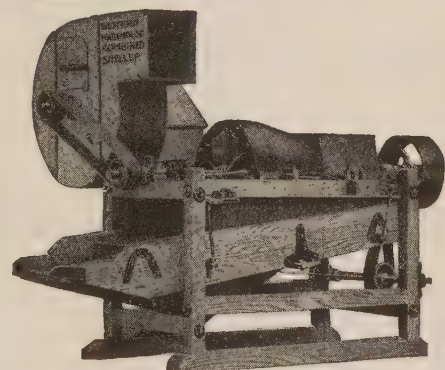
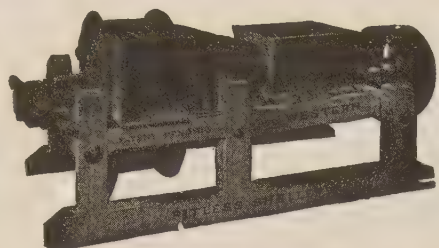
Screw Conveyor
Screw Conveyor Fittings
Elevator Boots
Elevator Bolts
Salem Elevator Buckets
Turnheads
Loading Spouts
Distributors
Rubber Belting
Transmission Rope

Shafting
Pillow Blocks
Post Hangers
Drop Hangers
Safety Collars
Couplings
Wood Split Pulleys
Steel Split Pulleys
Cast Iron Pulleys up to 20"
Take Ups

B. S. C. Chain Grain Conveyors
B. S. C. Ball Bearing Safety Manlifts
B. S. C. Shellors and Cleaners

The B. S. Constant Mfg. Co.

Bloomington, Illinois



WESTERN Shellers and Cleaners RANK FIRST IN SERVICE DURABILITY AND EFFICIENCY

We also manufacture a complete line of Grain Elevating and Power Transmission Machinery. A complete stock is always on hand in our plant, making it possible to offer exceptional service in the way of prompt shipment.

Send for our new catalogue No. 27.

*Give Us a Chance to
Prove These Statements*

UNION IRON WORKS
DECATUR, ILLINOIS

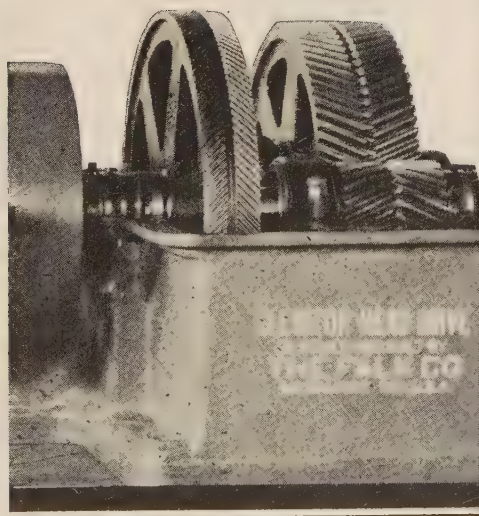


For one of the World's Largest Grain Elevators

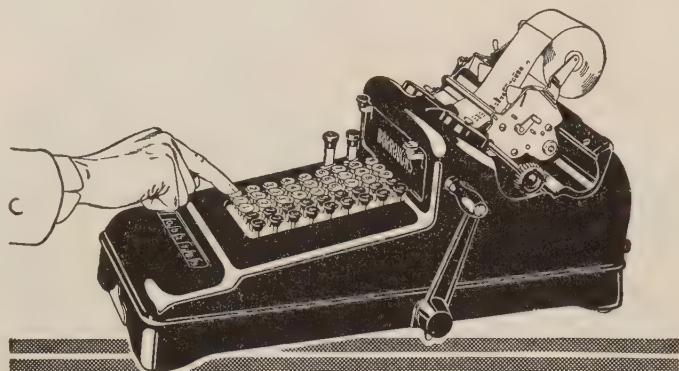
The Northern Central Elevator of 5,000,000 bus. capacity now being built by the James Stewart & Co., at Canton, Baltimore, Md., is designed to be the most efficient Grain handling plant ever built.

Elevator legs will be equipped with 100 and 150 h. p. motors having a speed of about 800 R.P.M. In order to reduce this speed to about 30 R.P.M., the speed of the head pulley, The Falk Co. designed herringbone reduction gears for all 19 legs.

Owing to the high efficiency and the saving in power consumption in these gears being so highly satisfactory, the James Stewart Co. have decided to use them on all drives requiring the necessary speed reduction.



THE FALK MILWAUKEE WISCONSIN



For Straight Adding and Listing

Burroughs Adding Machines are saving time and money in every line of business from the corner store to the billion-dollar corporation. They will print and add figures faster than the writing alone can be done with pen or pencil.

Adding figures to get totals is the all-day, everyday occupation of thousands of people, and an incidental daily occupation of practically everybody in any business.

The particular Burroughs Machine shown here is one of the handiest, lightest and simplest—yet has all the advantages of any other, in the flexibility and complete visibility of the full keyboard, the fine key action, and lifetime durability. It is an ideal machine for retailers, small manufacturers, and for many departments in large business concerns where straight adding and listing is the prime essential.

Get in touch with the nearest Burroughs office or write direct to the Home Office at Detroit, Mich.

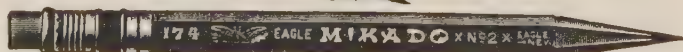
FIGURING AND BOOKKEEPING MACHINES
PREVENT COSTLY ERRORS—SAVE VALUABLE TIME

Burroughs

EAGLE "MIKADO"



Pencil No. 174



For Sale at your Dealer

Made in five grades

ASK FOR THE YELLOW PENCIL WITH THE RED BAND

EAGLE MIKADO

EAGLE PENCIL COMPANY, NEW YORK



BAD ORDER CARS cause the loss of many hard earned dollars to shippers of grain and seed. **MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

The Kennedy Car Liner & Bag Co.
Shelbyville, Indiana
Canadian Factory at Woodstock,
Ontario

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



Dust
Collection
is

Profit Collection

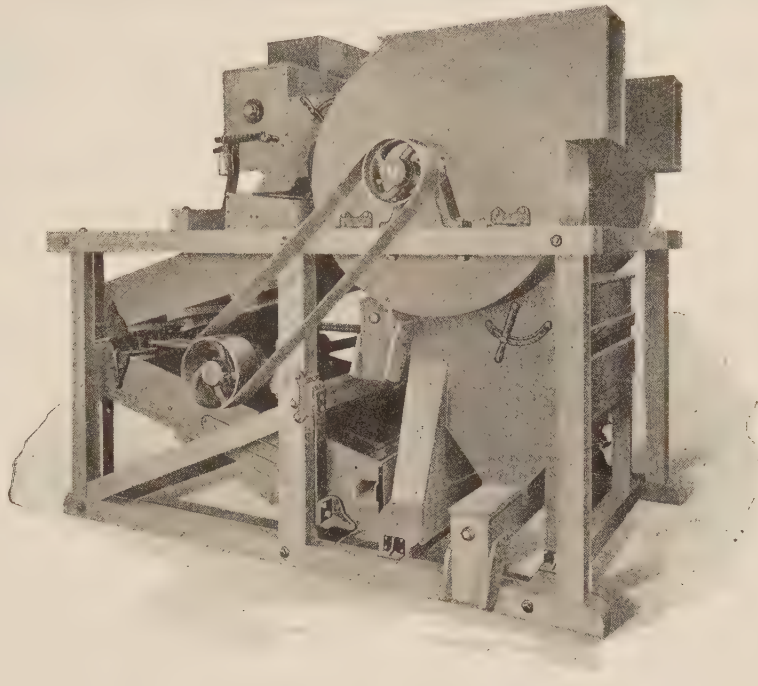
When You Install a
NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

THE KNICKERBOCKER CO.
JACKSON, MICH.



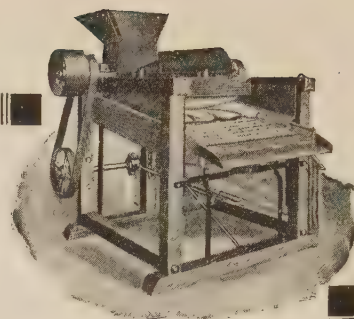
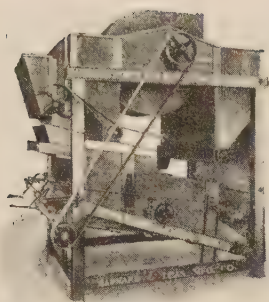
SIDNEY

In every branch of Industry there is always one manufacturer's product that stands in a class by itself because of its own powers of efficiency, economy, durability.

In the grain cleaning field it is the Sidney Double Shoe Grain and Corn Cleaner. Certainly no machine has had less advertising than this, but it is generally conceded that it is in a class almost by itself, due to its own virtues.

And, furthermore we guarantee it will clean corn, oats, wheat, rye and barley **clean**. May we send you the details?

The PHILIP SMITH MANUFACTURING CO.
Sidney, Ohio



WHY?

We Have Reduced Prices and How We Can Do It

Over a year ago, we became convinced that REDUCED PRICES in all lines were necessary to restore normal conditions in business. As the LEADERS in our line, our duty was plain. We took our loss willingly and hundreds of our customers have highly commended us for our foresight.

We were fortunate enough at that time to see that the peak of high prices had been reached and immediately began to prepare to meet present conditions, so that we are today able to buy our raw material on a more favorable basis than those who loaded up with high priced material last year.

Our large force of skilled mechanics, at reduced wages and with increased efficiency, are loyally cooperating with us in maintaining that high standard which for SIXTY-ONE YEARS has given the Barnard-Moline line the world wide reputation which we prize so highly.

GET OUR PRICES — WE CAN SAVE YOU MONEY

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



GRAIN ELEVATOR BUILDERS

YOUNGLOVE CONSTRUCTION CO. CONTRACTING ENGINEERS

Wood and Concrete—Coal and Grain
ELEVATORS

Jobbers of all Elevator Supplies—Skillful Remodeling

It may be good and not be a YOUNGLOVE
ELEVATOR, but it can't be a YOUNGLOVE
ELEVATOR and not be GOOD.

LICENSED ENGINEERS

Sioux City, Ia.



THE illustration shown is
of an elevator designed
and built by us. May
we build one for you?

Write and tell us when
to call and go over the
proposition with you.

**Corn Belt Engineering
& Construction Co.**

BLOOMINGTON ILLINOIS

Your Individual Needs
are respected when your elevator
is designed and built by

W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

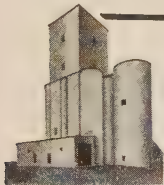
R. M. VAN NESS CONSTRUCTION CO.

Engineers and Builders of

MODERN WOOD and FIREPROOF ELEVATORS

We furnish plans and estimates
Room 3 Grain Exchange

Write us about your requirements
OMAHA, NEB.



CLEMANS & MARTIN
Contractors and Builders
SOUTH SOLON, OHIO
GRAIN ELEVATORS
Concrete or Wood

D. F. HOAG & CO.
Designers and Constructors of
GRAIN ELEVATORS

Corn Exchange, Minneapolis

BIRCHARD
CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy
of Operation and Maintenance
704 Terminal Bldg. LINCOLN, NEB.

For
Concrete Elevators

TOWNSEND B. SMITH

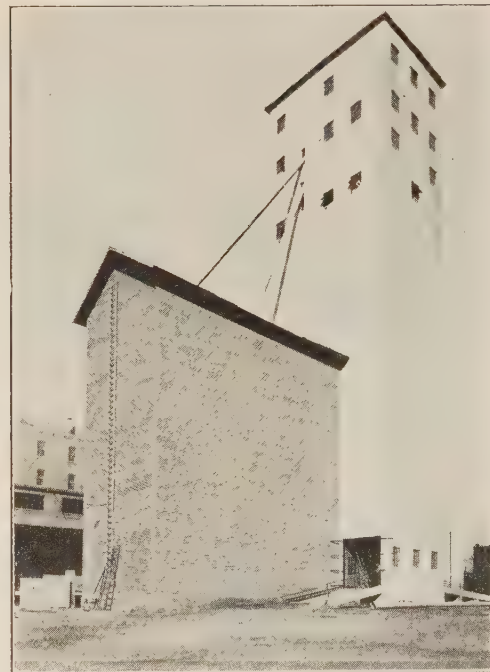
Decatur, Ill.

The Ryan Construction Co.
SCHUYLER, NEBRASKA

We build Modern Fireproof Grain
Elevators, Mill Buildings and
Storage Bins

SPECIAL ATTENTION GIVEN TO REPAIR WORK

Let Us Know Your Requirements



Re-inforced concrete elevator—The Baltimore Pearl Homying Co., Balto., Md.

**BE PREPARED
Build Your New Elevator Now**

Up-to-date elevator facilities are required all over the country and now is
an ideal time to go ahead with elevator construction.
Building costs in this line of work have declined to such an extent that it is
now possible to erect a modern GRAIN ELEVATOR combining permanent
and fireproof qualities at a very reasonable outlay. Write us for estimates.

THE SPENCER CONSTRUCTION COMPANY

Specialists in Grain Elevator Building
GARRETT BUILDING BALTIMORE, MD.

Don't Let The Big Crop Catch You
With A Poorly Running

ELEVATOR or FLOUR MILL

We Can Correct The Ills. Our 20 Years'
Experience Is At Your Service.

LOUIS DELIVUK

DESIGNER AND BUILDER

GRAIN ELEVATORS AND FLOUR MILLS
CONCRETE, STEEL OR WOOD

REALTY BLDG. SPOKANE, WASH.



Patented

Folwell-Sinks Form Lifting

JACKS

For Grain Elevator and Silo
Construction

Manufactured and Sold by

NELSON MACHINE CO.

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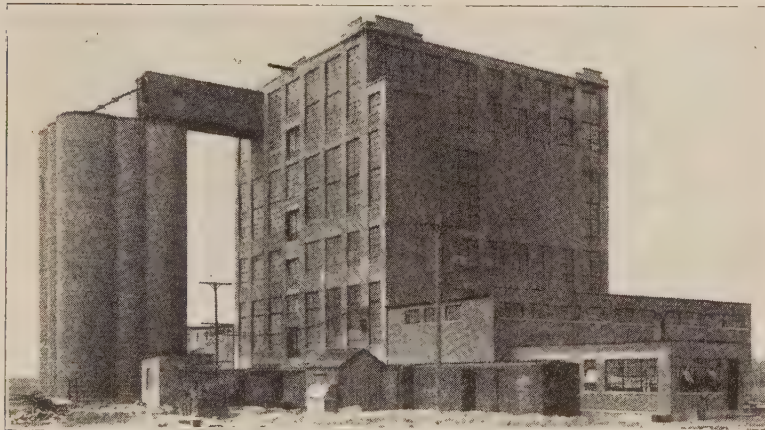
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This Model Plant Was Constructed Entirely
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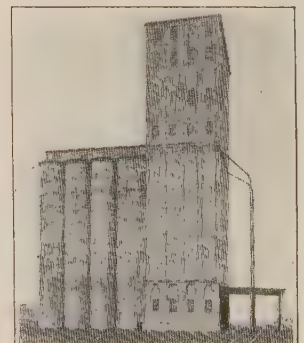
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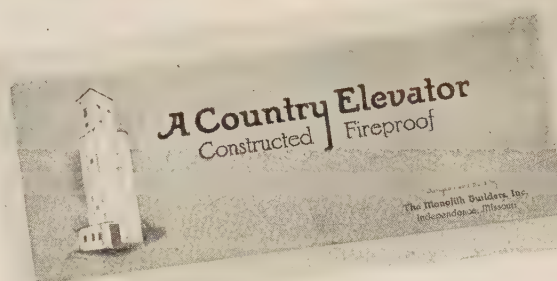


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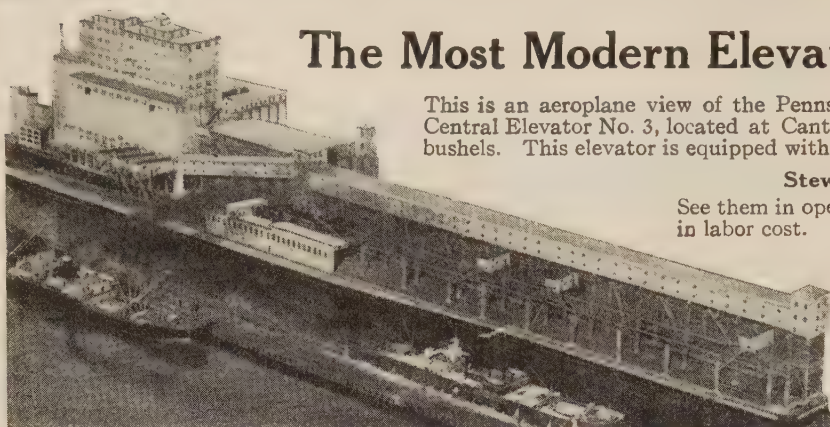


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The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with four

Stewart Link-Belt Car Unloaders

See them in operation and be convinced of their great saving in labor cost.

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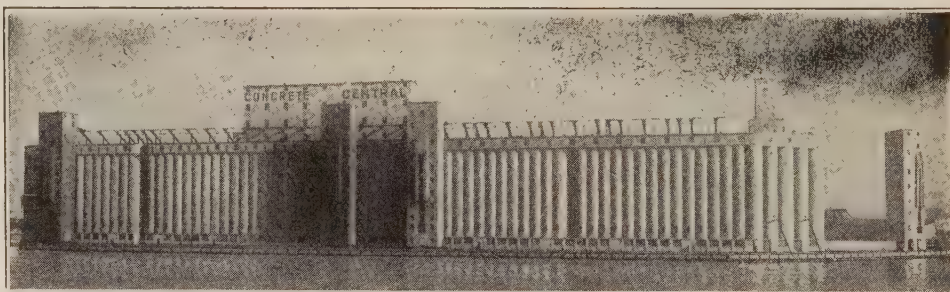


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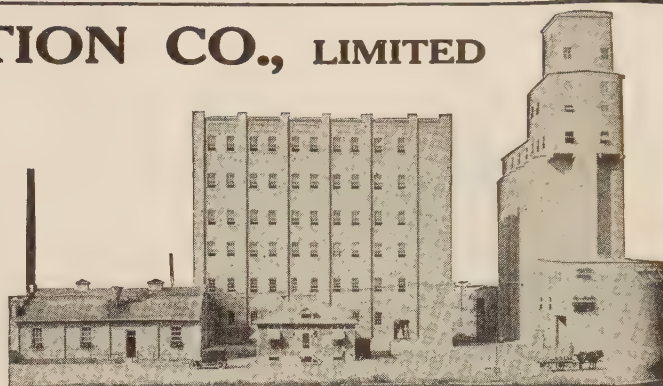
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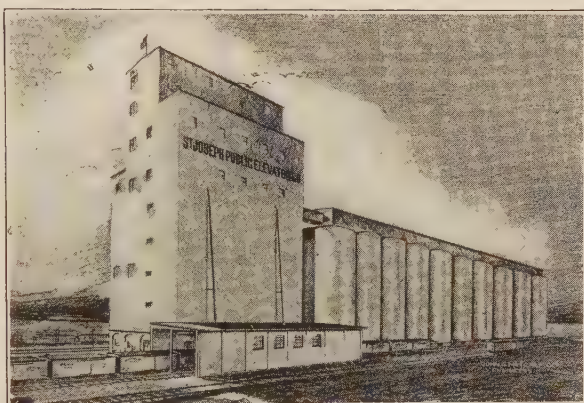
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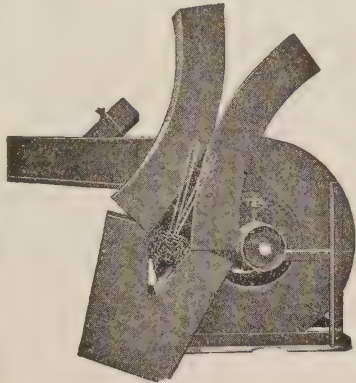
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Contracts and Builders
Modern Grain Elevators
We can furnish and install equipment in old or new
elevators, guaranteeing greater capacity with less
power, and positive Non-Chokable working leg.
Let us show you
433 Railway Exchange Bldg., OMAHA, NEB.

Want an Elevator?

Then consult the "Elevators
for Sale" columns in this issue
of the Grain Dealers Journal.

Don't Swallow the Dust



Stationary Car Loader for Elevators
\$150.00 to \$200.00

We load with your portable car loader, rapidly and without scooping. It has given us no trouble. Midland Grain Co., Midland City, Ill.

"I have been loading EAR corn with your Engine portable outfit. This is my second season using it. I wouldn't be without it. Have made as much as \$100.00 a day net profit." Jas. F. Harris, Maroa, Ill.

30 DAYS TRIAL

Write today for catalog and reduced price list and 30 days trial. We will include special blue prints, if desired, showing portable outfits used with a small storage tanks. You can solve your loading problems for good with a Boss Air Blast Portable or Stationary Car Loader.

THE USERS BELOW HAVE QUIT IT:

The Boss Air Blast Car Loader CANNOT injure the tenderest grain because the grain does NOT pass through the fan, nor does it pass through any rotating feeding device. The grain simply SLIDES into the blast of air. We can tell you of a user near you.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought twelve for twelve of their elevators.

Your car loader helps grades in many seasons. There is no doubt about it. Kenney Elevator Co., Kenney, Ill.

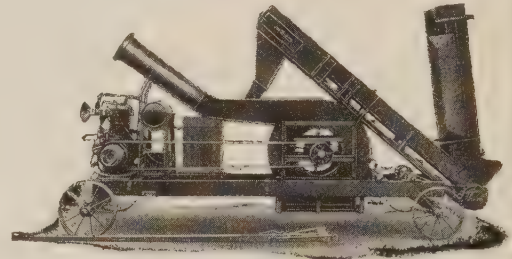
We never have to scoop grain in the car any more. Farmers Elevator Co., Norborne, Mo.

Your loader saves lots of dust labor. Keller and Gebby, Bellefontaine, Ohio.

Your portable car loader certainly does the work without any scooping in the car. Farmers Elevator Co., Heyworth, Ill.



Portable Car Loader, Operated by Tractor
\$360.00 to \$415.00



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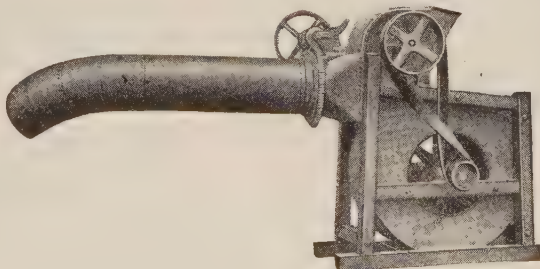
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MAROA, ILLINOIS

CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grain possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The
Combined
Grain
Cleaner
and
Pneumatic
Car
Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars

MATTOON GRAIN CONVEYOR CO., MATTON, ILLINOIS

IT PAYS TO GRIND ALL GRAINS

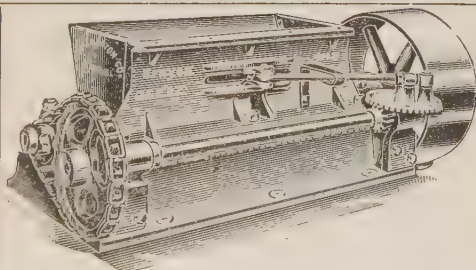
Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.

For Accurate Moisture Tests use our Grain Dealers' Air Tight Cans for forwarding your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
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KENYON

CORN CRUSHER

takes care of cobs and snapped corn with highest efficiency. No shutdowns due to broken parts caused by horseshoes, tools, etc. falling into the crusher. In use everywhere for many years.

Write for full information today.

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512-536 Peyton Street Dept. D - GENEVA, ILL.

I Am the Man You Want

I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

Grain Dealers Journal
Want Ad.

The Automatic Dump Controller



A Good Business man gives his helpers the best, most up-to-date useful articles he can purchase with which they may perform their duties, with the greatest ease and in the shortest time.

In this way his people become more efficient and more valuable to him.

It is just as necessary for you to give your Friend Dump the most up-to-date and useful equipment with which he may perform his work, in order to procure the desired results in your business.

The McMillin Automatic Dump Controller is to your Dump what the Adding machine is to any Business man's Bookkeeper.

Send for Circulars.

L. J. McMILLIN

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SPEAR Sample Envelopes

*Grain Samples Sent
the Spear Way Always
Reach Destination*

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

HEYWOOD MFG. CO.

420 N. 3rd St. Minneapolis, Minn.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

Everybody who has ever seen an ordinary elevator leg in operation knows that the cups ascend irregularly filled to an average of one third capacity when it doesn't choke.

Two thirds only of this grain is discharged into the Distributor. The rest falls down the back leg consuming more time and power. Hence the cups are about 25% efficient. The cups in a



HALL SPECIAL (ELEVATOR LEG)

all ascend regularly filled to capacity. Every kernel is discharged into a Hall Distributor. It never chokes, requires less attention, costs less to build or maintain. This guarantee goes with the Leg.

Hall Signaling Grain Distributor

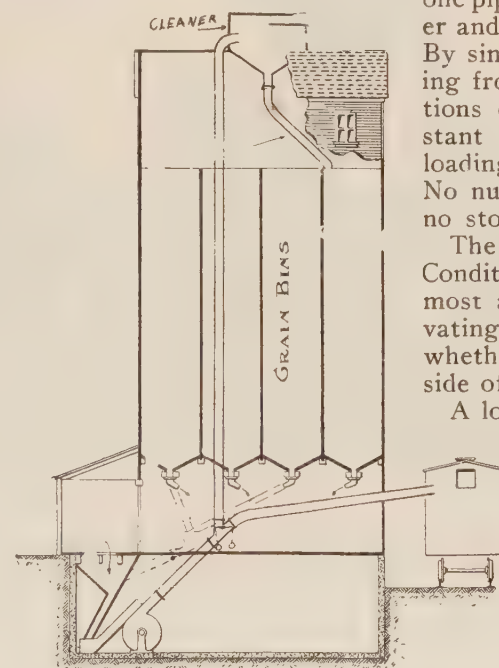
This Distributor is getting more popular every day, because every day the demand for efficiency, accuracy and economy increases. When you consider the preservation of the grades of grain, the convenience in handling it, without loss or mixing, and the durability of the device, its increasing popularity is readily accounted for. You should have one installed by all means as early as possible.

Send for our Catalogs.

Hall Distributor Company 222 Railway Exchange Bldg. Omaha, Nebr.

Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the

bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

Bernert Mfg. Co.

NORTH MILWAUKEE, WIS.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

When You Think of Electrical Construction or Repairing—THINK OF

Pierson-Wilcox Elect. Co.
MINNEAPOLIS, MINN.

ESTABLISHED 1898

MORE PROFIT

No progressive grain elevator operator is averse to increasing the profits derived from his business. Investigation has shown that a Feed Grinding department in the elevator shows a greater profit than any other. It not only brings in more revenue, but gives you greater prestige among your farmer patrons.

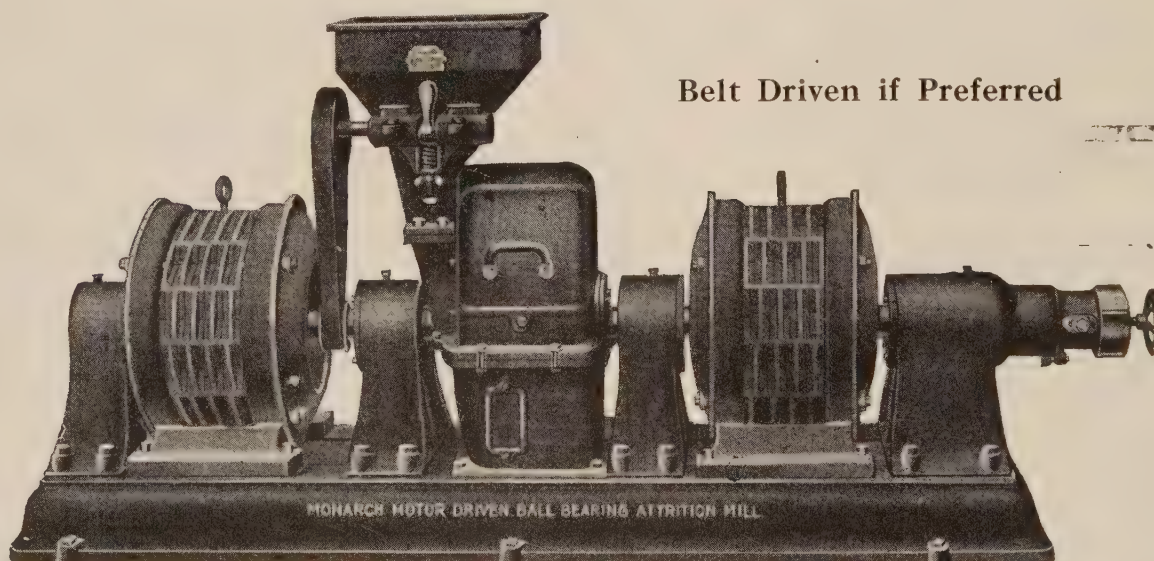
Many country grain elevator operators have added to their revenue by installing a Monarch Attrition Mill. It can be installed in almost any unused space. It brings you in closer touch with your grain growers. It enables you to increase your service to your community.

Read what those who know say about Feed Grinding Profits

"I have been operating an attrition mill for two years, and have found it satisfactory in every way. I grind all kinds of grain on it. At the rate I charge I find it a profitable side line for my regular business."

"It is surprising how much trade the grinding brings us directly, and also the town in general. The grinding nets us \$1,200 a year, but it certainly pays us on our other business increase. We are certainly satisfied with our investment."

"We are satisfied that a good feed grinder brings us business we would not get without it. After a farmer becomes accustomed to bringing his grain to grind he also gets the habit of selling you his grain to ship."



Belt Driven if Preferred

MONARCH BALL BEARING ATTRITION MILLS

are giving excellent service in these elevators. If you have not given thought to this most profitable of side lines, you owe it to your business to investigate the MONARCH. Every possible form of design for the saving of time, labor and material has been incorporated in this satisfactory feed grinder.

It requires no tramming, the ground product is always uniform, it saves power, amounting under varying conditions to from 25% to 50%, and 95% of the cost of lubricants, compared with a journal bearing machine.

Do you want us to send you a catalog or shall we have our representative call?

Sprout, Waldron & Company

Mill Builders and Milling Engineers

P. O. Box No. 26

Main Office and Works

MUNCY, PA. Chicago Office No. 9 So. Clinton

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Elevator in best wheat belt in Kansas. 15,000-bushel house. Crops in fine condition. \$3,000 quick sale. Address 46J28, Grain Dealers Journal, Chicago, Illinois.

MINNESOTA elevator of 25,000 bushels capacity for sale. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn.—46A13.

OKLAHOMA—For Sale. Under Foreclosure. small grist and flour mill and elevator. To be sold early in June. For particulars write Floyd Hines, Cashier, Citizens State Bank, Wagoner, Oklahoma.

NORTHEASTERN KANSAS elevator for sale. 8,000 bushels capacity; fully equipped; electric power. Good town, good country, good competition. One other elevator. For further information write C. B. Tripp, Centralia, Kans.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

CENTRAL INDIANA modern, 50,000 bushel, well built elevator for sale. Located in the best grain section of the State. Thirty-six square miles of territory. Will bear close inspection. A proposition that will appeal to those who want a good business. Address 46G15, Grain Dealers Journal, Chicago, Illinois.

NORTHERN ILLINOIS—14,000 bushel, cribbed, metal covered, elevator for sale. Own land. One good competitor. 120 miles from Chicago on I. C. R. R. Good grain territory. Poor health reason for selling. A snap for \$8,500 if taken soon. Address 46H9, Grain Dealers Journal, Chicago, Illinois.

TWO TWENTY thousand bushel capacity elevators, located in North Central Oklahoma. On A. T. & S. F. R. R., at adjoining stations; can be operated from one station. Best crop in years; also handle Coal, Flour, Feed, Seeds and Salt. Wonderful opportunity for right parties. Address Norcenok, Box 9, Grain Dealers Journal, Chicago, Illinois.

OKLAHOMA CITY, OKLA. Terminal elevator for sale, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaners and feed rolls. Motive power; 125 h. p., one 20 h. p., one 15 h. p., one 7 h. p. electric motors. One 40 h. p. boiler to operate Hess Dryer. This elevator is on private property, with trackage on both sides, and has access to four trunk lines. Address J. C. Pearson, Marshall, Oklahoma.

CENTRAL ILLINOIS Elevator for sale. Frame house of 9,000 bushels capacity. Gasoline power, Western Sheller and Cleaner and Bess Car Loader. On own ground. Office 14x24; Implement House 36x70; Double Deck Lumber Shed on leased ground at \$10.00 per year—55x90. 7-room two story residence, with 1 and 1/3 acres of ground. All buildings in good condition. One good competitor in grain; no competition in coal, farm implements or lumber. Located in good farming community in Central Illinois. Reasons for selling, poor health. Stock on hand will invoice about \$15,000 and that is all that is asked for this establishment. Address Bargain, Box 12, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

NORTH DAKOTA Farmers elevator for sale at a bargain. Located in excellent grain territory. Address Box 66, Spiritwood, No. Dakota.

OKLAHOMA—15,000 bushel house located in the biggest wheat market of the state; fully equipped. A BARGAIN if taken at once. Act quick. Address 46J32, Grain Dealers Journal, Chicago, Illinois.

MINNESOTA—Cribbed elevator located in good town on Rock Island; eleven bins; operated by gasoline engine; handles 100,000 bushels annually; good competition; no side lines. Write B. B. Anderson, Estherville, Iowa.

NORTHERN ILLINOIS Elevator for sale. 35,000 bushels capacity—in good condition. Equipped with corn dryer and electric motor. Located in fine grain section. Good coal and feed business. Can be bought right. Address 46G11, Grain Dealers Journal, Chicago, Illinois.

OHIO—15,000 bushel Elevator in western part of state for sale. Located in fine grain section and doing a good business in grain, seed, coal, flour and feed. On private grounds. Residence property included. Address 46F8, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS 20,000 bushel capacity elevator, located on the C. B. & Q. R. R. for sale. Good coal and feed business in connection with new feed house and coal storage. Elevator is in fine condition and is equipped with electric power, two dumps, two scales, and has an exceptionally fine location. Only elevator in town. Priced right. Address 46H26, Grain Dealers Journal, Chicago, Illinois.

MARYLAND Elevator for sale. Storage capacity 16,000 bushels; large feed warehouse. Wagon dump for ear corn; sheller capacity 375 bushels. Crib for ear corn 1,750 bushels. The best equipped elevator in Western Maryland, located at Linwood, Md., Carroll County, one of the best grain and dairy sections in the state, 43 miles from Baltimore, Md., on main line Western Maryland Railroad. Two dwellings included. C. M. Horst, Hagerstown, Maryland.

BARGAIN IF TAKEN AT ONCE:—Someone's always looking for an elevator at a good grain point and read these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. About 40 miles north east of Cincinnati, on branch of Penna. R. R. Village station with Church, School, Telephone, Telegraph, Express Office, Electric Light and Power. Pleasant neighborhood in good grain country. About 6 acres of land. Separate office of two rooms with scales under roof. Engine, sheller, cleaner, dumps. Everything in 1st class condition. Examination of books will show has been money maker. Reason for selling—death in family. Price \$8000. Address 46D21, Grain Dealers Journal, Chicago, Ill.

FOR SALE: The advantage of dealing with you is being upheld unless you are keeping our readers aware of the fact.

ELEVATORS FOR SALE.

MONTANA—Modern 22,000 bushel capacity elevator at Bundy, Montana, on the C. M. & St. P. Ry. for sale. For information write to Peter T. Berven, Roundup, Montana.

IOWA—15,000 bushel elevator for sale in good territory and in good repair. Full particulars upon inquiry. Address 46J16, Grain Dealers Journal, Chicago, Illinois.

KANSAS mill and elevator for sale. Fifty barrel mill and 5,000 bushel elevator—nearly new. Located on Mo. Pac. Ry. in Sumner County, Kansas. Owner wishes to retire. Address 46J19, Grain Dealers Journal, Chicago, Ill.

INDIANA—Good elevator for sale in fine farming community on P. & E. Div. of Big Four. Capacity 10,000 bushels. Manager in bad health. In small town with no competition. Address 46G7, Grain Dealers Journal, Chicago.

TWO ILLINOIS Elevators and warehouse in Central part of State for sale. Good live town at main office where we have a large flour, feed, etc., side line business. Something doing every day in the year. Address 46H35, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN NEBRASKA 20,000 bushel elevator for sale at a bargain. Full equipped, including feed grinder, corn cribs, etc. Office building detached. Handle flour and feeds besides 250,000 bushels annually. Everything in good running order. Price, \$5,500. Address 46J31, Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR handling 250,000 bushels of grain annually and of 70,000 bushels capacity for sale. Good coal business; Corn cribs; Office and safe. Located in good grain territory close to Chicago and near a large city. Good terms. Address 46E31, Grain Dealers Journal, Chicago, Illinois.

COLORADO—THREE studded galvanized iron elevators and two large warehouses for sale. Elevator capacities twenty, fifteen and ten thousand bushels respectively. Choice locations in the heart of Northeastern Colorado Wheat Belt. A Golden opportunity. Terms if desired. Come quick. Address S. B. Ashcraft Grain Co., 827 Cooper Bldg., Denver, Colorado.

INDIANA Elevator for sale. Located forty miles east of Indianapolis on the P. C. O. & St. L. Ry. Plant has a capacity of 15,000 bushels and is complete to the word. Dumps, shellers, scales, grinders, crushers, and motors are in excellent running order. Electric power; eight bins for grain built of cribbing; cement, coal bins, and feed warehouse. Good outlet for grain to all eastern markets. Address Dunreith Elevator, Dunreith, Indiana.

NORTHEASTERN IOWA frame 10,000 bushel elevator on C. R. I. & P. R. R. for sale. Coal sheds for 400 tons; feed bins for four cars; double corn crib 40x7x16. All grain handled over dump; two separate legs; five h.p. motor; manlift. Everything convenient. Office 22x26 with 16 ft. built out for five ton Fairbanks Scale with type registering beam. Basement under office with furnace. City water and electric lights. Also handle cement, tile and block, posts, fencing, etc. No competition in grain. Near stock yards. A real opportunity for a stock buyer. New Consolidated School; good Churches. Real bargain for anyone wishing to get into business. Will invoice stock at market value. Price on buildings \$12,000. Address Lock Box 127, Maynard, Iowa.

[Continued on page 750.]

ELEVATORS FOR SALE.

NEBRASKA—20,000 bushel elevator for sale. Well equipped—electric motor, scales, good office, etc. On main line Union Pacific. Address 46H38, Grain Dealers Journal, Chicago.

ELECTRIC NORTH DAKOTA Elevator for sale. Equipped with 7½ h.p. motor; 8 h.p. Fairbanks gas engine; cleaner; hopper bins; Howe wagon scale; Fairbanks 100 bushel hopper loading scale; office and engine room. Capacity 35,000 bushels. For further particulars write H. C. Scheer, Hamberg, North Dakota.

DAYTON, OHIO, grain elevator and warehouse manufacturing poultry, dairy and horse feed, for sale or lease. Capacity 75 tons daily. Automatic and electrically equipped machinery. Warehouse 25 cars capacity, on railroad. A bargain if sold at once. Address Joe Kramer, 810 Dayton Savings & Trust Bldg., Dayton, O.

CENTRAL ILLINOIS Elevator for sale—40,000 capacity; in good condition. Equipped with sheller, cleaner and loading scales. Electric power. Good office and in good town of 500 population on I. C. Ry. No competition. Station handles 500,000 bus. grain annually. Owner going West for health. Address JAMES M. MAGUIRE, 432 Postal Tel. Bldg., Chicago, Ill.

KENTUCKY elevator and feed plant for sale. Located in the heart of the Blue Grass, Bourbon County, the largest wheat growing county in the state. Elevator of 70,000 bushel bin capacity equipped with up to date cleaning machinery; feed plant and corn mill just installed; all motor driven. In close touch with the principal stock breeding farms of the state and within a short distance of the rich oil and coal fields. This is a real business opportunity. Ill health of partner makes sale necessary. Address L. D. Mitchell, Paris, Ky.

ELEVATORS WANTED.

WISH TO BUY Country elevator (40,000 bushels capacity) or Country mill. Address 46J4, Grain Dealers Journal, Chicago, Ill.

WANTED: To lease Grain Elevator in Southern Minnesota or Northern Iowa. Address 46H33, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE: Central Illinois and West Central Indiana Elevators. Address 46H19, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Central Iowa preferred. Lease with privilege of buying after term of years, given first consideration. Business must average at least 200,000 bushels. Address 46H39, Grain Dealers Journal, Chicago.

WANT TO LEASE for one year, with the privilege of buying at end of year—fully equipped Elevator at good grain station. Minnesota or South Dakota preferred. Address 46F13, Grain Dealers Journal, Chicago, Ill.

THE SMALL EXPENSE incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

FARM LANDS FOR EXCHANGE.

WANT TO HEAR from parties having elevators to trade for good farm land. T. S. Braithwait, Bovee, South Dakota.

TRADE—160 acres Colorado potato and alfalfa land. Want elevator or mill. A. F. Koch, 724 Rorabaugh-Wiley Bldg., Hutchinson, Kansas.

I WILL SELL my 200 acre farm near Elma, Iowa, or will take grain elevator as part payment. For price and terms write Box 173, Elma, Iowa.

SQUARE SECTION North Dakota land unimproved, to trade for grain elevator. Those interested in trade submit full particulars. Address W. R. Alexander, Spencer, South Dakota.

WILL TRADE 125 residence lots located near good factories in Bradley, Illinois, for an elevator. If interested, send description, price and amount of grain station handles. Address E. D. Risser, Kankakee, Illinois.

ELEVATOR WANTED in South Dakota. Will trade my \$11,000.00 equity in a good quarter of land 1½ miles from the City of Brookings, Brookings County, S. D. Address Chas. K. Brooks, 206 W. 8th St., Brookings, S. Dak.

FEED MILL FOR SALE.**ALFALFA FEED MILL**

For Sale by Trustee.

The entire plant, formerly operated by the Alfalfa Products Company, Sioux City, Iowa, is offered for sale.

Property consists of first class mill building, fully equipped with all modern machinery, with a capacity of 40 tons daily. Operated by own electric power plant. Elevator of 15,000 bushels capacity in connection.

Located in South Dakota directly across from Sioux City on C. M. & St. P. Ry.

The plant cost nearly \$100,000. Come look the plant over and make your offer.

Pierre U. Bernard, Trustee.

Jefferson, S. D.

Alfalfa Products Company.

Jefferson, South Dakota.

ELEVATOR BROKERS.

JOHN A. RICE

ELMER N. SMITH

Elevator Brokers. Frankfort, Indiana.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th St., Chippewa Falls, Wisconsin.

CLAYBAUGH-MCCOMAS

Offices

Frankfort, Ind. Indianapolis, Ind.

223 B. of T. Bldg. 601 Board of Trade.

If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try and satisfy you.

JAMES M. MAGUIRE.

432 Postal Tel. Bldg., Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Illinois Seed, Feed and Poultry Supply business. Clean stock and desirable location. Business has trebled in past three years. 1920 sales \$115,000. Address 46J25, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Board of Trade membership in good market and interests in good country stations bringing in a nice business, both cash and commission. This is offered because of sickness in family, necessitating change of location. Address 46J11, Grain Dealers Journal, Chicago, Illinois.

THE WANTED—FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay those who may or may not be interested to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

LUMBER FOR SALE.

FOR SALE—USED LUMBER.
One Million Feet Yellow Pine.

All lumber sound, free of nails, commercial lengths. Can ship at once.

2x4s, 6s, 8s, 10s and 12s—10 to 26 feet

3x10s and 3x12s—30 feet

4x8s and 4x10s—10 to 26 feet

8x8s and 8x12s—16 to 20 feet

12x12s—22 feet

4x8s—26 and 36 feet

6x8s—39 feet

1x6 D. & N.—Random, Y. Pine

1x6 D. & M.—Random, Hemlock

1x6 D. & M.—Drop Siding, Y. Pine

1x4, 1x8, 1x10 Shiplap, Y. Pine

2x4 and 2x3 Random

2x3 Oak—16 to 20 feet

16,000 sq. ft. 1½ Rough Oak Plank

1x6 D. & M. Hemlock and Pine for Crating

50 Howe Trusses (wood) 40 ft. span capable of supporting roof or floor load.

P. F. OLSEN,

127 N. Dearborn St., Chicago, Illinois.

SCALES FOR SALE.

ONE MONARCH 70,000 lbs. capacity Hopper Scale with 2" tongue and groove lumber for Hopper. C. C. SMITH, Conway Springs, Kansas.

FOR SALE—Fairbanks Automatic Loading Scale; practically new; been used one season. Farmers Union Mercantile Co., Norborne, Mo.

SLIGHTLY USED 30 ton Fairbanks Hopper Scales, also 15 ton Howe Hopper Scales. Priced right. Address 46J8, Grain Dealers Journal, Chicago, Illinois.

NEW 5 TON Fairbanks Morse Pitless Wagon Scale for sale. Never been uncanted. \$135.00 for quick sale. For further particulars write Lindley C. Binford Grain Co., Haviland, Kans.

100 TON 50 FOOT FAIRBANKS Railroad Track Scale with all steel for setting same, for sale. All in Perfect condition. Very Cheap.

C. E. BIRD & CO.,
Minneapolis, Minn.

Since 1893
28 Years
Manufacturers
of Scales



COLUMBIA MOTOR TRUCK SCALES

Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market. COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

Telephone Albany 4
2437-43 N. Crawford Avenue

COLUMBIA SCALE COMPANY

F. Beuckman & Son, Props.

CHICAGO, ILLINOIS

Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.

MISCELLANEOUS WANTED.

WANTED—Baled Corn Husks or Shucks. The Hamilton Co., New Castle, Pa.

SILO BUILDER.

EXPERT TILE SILO BUILDER.
O. Helpling,

Route No. 15. Dayton, Ohio.

DYNAMOS—MOTORS.

WANTED—A good used 50 h.p. motor, three phase, forty degree, 1800 RPM. Give detailed description and rock-bottom price. Address The Mangelsdorf Seed Co., Atchison, Kansas.

ONE CENTURY Electric Motor 7½ h.p., 104 volts, 25 cycle, amperes 70-35, speed 1460, for sale cheap. Guaranteed in good condition. Used for short time. Inquire of Roberts & Pearson, Burgess, Illinois.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

BOILER FOR SALE.

FOR SALE—One eighty horsepower tubular boiler in good condition. M. J. Hogan Grain Company, Seneca, Illinois.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

MACHINE WANTED.

WANTED—Three pair high corn meal mill. A. A. Ulrey & Co., Fairmount, Indiana.

MACHINES FOR SALE.

ONE NO. 9 and one No. 3 Invincible Oats Clipper for sale. C. C. Smith, Conway Springs, Ks.

OIL ENGINE.

20 horsepower MUNCIE semi-Diesel crude oil engine, in excellent condition. Immediate shipment from Kansas City. A real bargain. CHALLENGE COMPANY.

1404 West 12th St. Kansas City, Mo.

FOR SALE AT A BARGAIN.

Three Allis Chalmers Double Roller Mills, 9x24
Three Barnard & Leas Double Roller Mills, 9x34
PRACTICALLY NEW.

Also complete corn mill equipment—dryers, plansifters, aspirators, reels, conveyors, scourers, dust collectors, elevators, etc.

Immediate Shipment.

MEAD JOHNSON & COMPANY,
Evansville, Ind.

MACHINERY BARGAINS.

One No. 5 Monitor Receiving Separator, nearly new, guaranteed, in first class shape, all good screens.....\$200
One Monarch Receiving Separator, all in good repair. Just the thing for small mill 50
One No. 5 Clipper Mill, lot extra screens, good repair 40
One No. 6 Clipper in good working order.... 40
One No. 7 Clipper, all in good repair..... 50
One New Idea No. 2, just new, all screens.. 40
Two Good Elevators, 12 feet.....A bargain
One Bagger Attachment.....Cheap
Address 46J11, Grain Dealers Journal, Chicago.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.
Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

HELP WANTED.

WANTED—Man to operate Feed Mill and Gr. business. J. W. Woodruff, Lackawanna, N.Y.

MANAGER WANTED for elevator in Central Illinois. Must be a real grain man and be able to buy present manager's interest. \$3,000 cash required. Send references, etc. Address 46J33, Grain Dealers Journal, Chicago, Ill.

WANTED—A competent man. One who is able to promote a state-wide Co-operative Grain Assn. consisting of Farmers. Must be a good speaker and one capable of organizing. Address 46J15, Grain Dealers Journal, Chicago.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

USED CHECKWRITING Machines, wholesale, retail, all makes. Dealers and corporations needing one to fifty,—write me. R. B. Allen, 519 Farnham Building, Omaha, Nebraska.

TWO DICTAPHONES, shaver and complete equipment wanted. Must be of late design and in good condition. What have you? Address 46H28, Grain Dealers Journal, Chicago, Ill.

TYPEWRITERS FOR SALE—Rebuilt Underwoods, L. C. Smiths, Remingtons, etc., at greatly reduced prices, fully guaranteed. Also used adding machines, all leading makes. Also used Check Protectors. Get illustrated catalog and bargain lists. Minnesota Typewriter Exchange, Department G, 236 Fourth St., South, Minneapolis, Minnesota.

REBUILT GUARANTEED

AT A SAVING OF 25 TO 75 PER CENT.

Addressing Machines. Mimeographs.

Duplicators. Multigraphs.

Dictating Machines. Multicolor Presses.

Folding Machines. Sealers.

Typewriters, Etc.

OFFICE MACHINERY COMPANY
22 Quincy Street. Chicago, Illinois.

OIL AND GAS ENGINES.

FOR SALE—1 25-h.p. type Y Fairbanks Morse Engine. Nearly new. C. C. Shira, Sidney, Ind.

FOR SALE—21 h. p. Otto Gasoline or Kerosene engine. Very reasonable. Roth Products Company, 1006 W. 21st Street, Chicago, Ill.

1—32 h.p. Fairbanks-Morse Gasoline Engine for sale. First class shape. L. J. McMillin, 525 Board of Trade Bldg., Indianapolis, Indiana.

FOR SALE—One Muncie Oil Engine, size 12x16, in good running condition. Can be seen running most any day. Reason for selling—have one too many engines. The Bloomingdale Mill Company, Bloomingdale, Indiana.

NEW OIL ENGINES.

Two, 20 h.p. and Two, 25 h.p. Muncie crude oil engines, brand new, never used. Will sacrifice. In Kansas City stock.

CHALLENGE COMPANY.
1404 West 12th St. Kansas City, Mo.

SITUATION WANTED.

YOUNG ambitious man experienced in book-keeping, elevator operation and grain inspection wants position in country elevator either as manager or part owner. Married, 32 years old. What have you to offer? Address 46J44, Grain Dealers Journal, Chicago, Ill.

WANTED—A permanent position as manager or foreman of Farmers Grain Elevator or Warehouse by June 15 or July 15. Married, 36. Have had eight years' experience in the grain business. Can give good references. Prefer Minn. Address 46J43, Grain Dealers Journal, Chicago.

SITUATIONS WANTED

WANTED—Position by young man 21 years old. Have had experience in grain office and elevator. Address 46F4, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of Farmers Elevator. Can furnish reference, bonds, and experience. Iowa location preferred. Address 46H27, Grain Dealers Journal, Chicago, Ill.

MANAGER with ten years' grain business experience wants connection with reliable grain firm. Prefer Western Nebraska or Eastern Colorado. Address E. T. Long, Deaver, Wyo.

OVER ONE-THIRD of a century experience as a country elevator manager and owner. Desire position as grain solicitor or track buyer. Address 46H16, Grain Dealers Journal, Chicago.

POSITION WANTED as manager of Farmers or Line Co. Elevator. 20 years experience in grain and milling business. References. Address 46H41, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in country grain office or as solicitor by young man—23. Commercial H. S. graduate with some grain experience. Address 46J20, Grain Dealers Journal, Chicago.

TRACK BUYER wants position or would accept position as manager of some good country elevator. Position must be permanent. Salary or commission. Two years experience country buying. Address 46J27, Grain Dealers Journal.

WANT POSITION as manager of Farmers Elevator or Line House. Eight years with Farmers Co. Can handle side lines and keep the books. Can commence June or July first. Best of references. Address 46F31, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED grain man of eighteen years wants position as manager with Farmers Elevator or Line House. Middle age and married. Can handle side lines and keep the books. Good references. Prefer Iowa. Address 46H20, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR MANAGER with several years experience desires position where energy and ability are appreciated. Can furnish the best of references. Prefer to handle grain and live stock, but can also handle other side lines. Address 46J26, Grain Dealers Journal, Chicago.

EXPERIENCED TRAFFIC, LUMBER & GRAIN Man wishes to secure a connection with some live and busy firm where there is an opportunity of working to the position of auditor. Am well acquainted with all phases of the business. Let me hear from YOU. Address 46E5, Grain Dealers Journal, Chicago, Ill.

MANAGER wishes position with Farmers Elevator or Private House. Have had six years' experience in the grain business. Would consider office position. Married, 30 years of age. Have good reasons for desiring change. Excellent references. Prefer location in Iowa. Address 46H11, Grain Dealers Journal, Chicago.

COMPETENT ELEVATOR and grain man wants position as bookkeeper or manager for a well established Farmers Elevator or good Line House. Thirteen years' experience in the grain business, eight years with one firm. Good book-keeper and mechanic. Furnish references and bond. Address Bookkeeper, 1411 Highland, Emporia, Kansas.

POSITION WANTED as manager of Farmers Elevator or Line House. Over twenty years' experience in handling all kinds of grain, live stock, feed, flour, and fuel. Also understand the handling of produce. I prefer a place in Southern Kansas, Oklahoma, or Texas. Employed now, but can make change by June first. Best of references. Will come on trial. Address E. P. Lowe, Severance, Kans.

SEEDS FOR SALE—WANTED

SOY BEANS—Offer AK, Medium Yellow & Ito San. Prices on request. Champaign Seed Co., Champaign, Illinois.

MILLET SEED in car lots for sale. Early Fortune, Hog, Common (golden) and Siberian. Reimer Smith Grain Company, Holyoke, Colo.

FOR SALE—Hungarian Millet. Bag lots \$2.50 per 100 lbs. Bags extra. F. O. B. Lowell, Ind. FARMERS ELEVATOR CO., Lowell, Indiana.

AMBER CANE SEED is daily gaining popularity with consumers of mixed feeds. Write for samples and prices. Address 46J35, Grain Dealers Journal, Chicago, Illinois.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

COURTEEN SEED CO.

Milwaukee, Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

North American Seed Co.

WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

Crabbs Reynolds Taylor Company

CRAWFORDSVILLE, INDIANA

Buyers and Sellers

CLOVER AND TIMOTHY SEED—GRAIN

**RID OF RATS**

The Killing of one single Rat or Mouse now may mean the destruction of a whole Brood. Spring and Summer are the Seasons when they Breed and Propagate. Rid-of-Rats is Non-Poisonous and can be used anywhere without Risk. Send for full information on Rid-of-Rats and our Other Products, it is Interesting Reading Matter.

Representatives Wanted Everywhere

THE BERG & BEARD MFG. CO., Inc.

100 Emerson Place

Brooklyn, N. Y.

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn

Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.
WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

Pacific Coast Branch:
49 California Street
San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

Field and Grass Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

ELKHART, KANS.

Muncy & Carson, grain and seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

NEW YORK, N. Y.

Julius Loewith, Inc., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants

OKLAHOMA CITY, OKLA.

State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. JOSEPH, MO.

Mitchell Seed Co., clover, grasses, sorghums.

ST. LOUIS, MO.

Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

HAY WANTED.

SEEDS FOR SALE-WANTED

The S. W. Flower Co.
WHOLESALE
FIELD SEED
MERCHANTS
SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
TOLEDO
OHIO

The J. M. McCullough's Sons Co.
BUYERS — SELLERS
Field and Garden Seeds
CINCINNATI - - OHIO

IMPORTERS EXPORTERS
GRASS and CLOVER SEED
Buyers and Sellers of Timothy, Red Clover, Alsike, Alfalfa, White Clover, etc.
NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.

COW PEAS	WE BUY-WE SELL	SOY BEANS
A-1 WESTERN SUDAN	\$2.05 per cwt.	
A-1 GERMAN MILLET	2.00 " "	
A-1 AMBER CANE	1.65 " "	
A-1 REIDS YELLOW DENT CORN	\$1.25 per bu.	
A-1 ST. CHARLES WHITE CORN	1.25 per bu.	
Subject to unsold. 10 bag lots or more. Bags included		
AGRICULTURAL SEED CO.		
A. W. Schisler, Pres.	102 Merchants Exchange	ST. LOUIS, MO.
If you are not getting our weekly price list, write		

Crawfordsville Seed Company
FIELD SEEDS
Crawfordsville Indiana

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

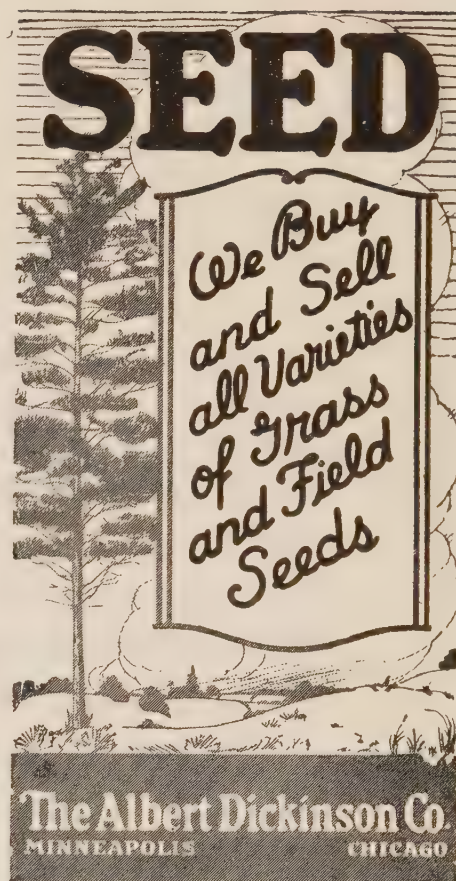
We Buy **SEEDS** We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.

HENRY HIRSCH
WHOLESALE FIELD SEEDS
CLOVER — ALSIKE — TIMOTHY — ALFALFA
Our Specialty
All Other Field Seeds
TOLEDO - - OHIO

HEADQUARTERS
on all
Imported
Clover
Grass and Field
SEEDS

Julius Loewith, Inc.
150 Nassau Street New York, N. Y.
(Formerly Loewith, Larsen & Co.)

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
BUFFALO, N. Y.
CORRESPONDENCE INVITED



SEED

We Buy and Sell all Varieties of Grass and Field Seeds

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

CAN HARDLY get along without the Journal.—A. J. Macy, mgr. Farmers Co-

THE ILLINOIS SEED CO.
CHICAGO, ILL.
WE BUY AND SELL
Field Seeds
Ask for Prices
Mail Samples for Bids

The Stanford Seed Company, Inc.
Wholesale Field Seeds .. **BUFFALO, N. Y.**

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited. Send us your samples
TOLEDO, OHIO

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

SAINT

St. Louis, surrounded by the great grain producing areas of the Mississippi Valley, desires to serve you.

Located where 26 lines of railroad converge, it has unexcelled transportation from the grain producing areas of Missouri, Illinois, Iowa, Kansas, Colorado and states farther west.

The terminus of three eastern trunk lines and having direct connections to the gulf ports, the St. Louis market is regarded by foreign buyers as the logical starting point for foreign grain shipments. Many foreign purchasers for that reason make St. Louis their purchasing headquarters.

The flour and feed mills of Kentucky and the states east and south daily purchase many thousands of bushels of grain at St. Louis through their agents.

Merchants Exchange Members:

Marshall Hall Grain Co.
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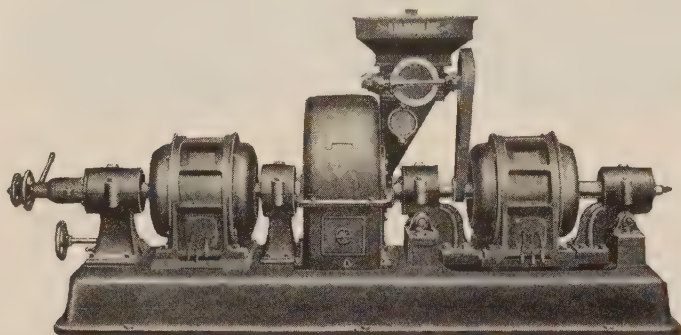
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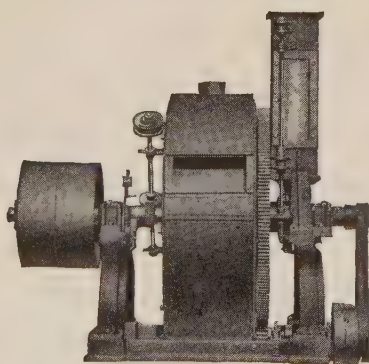
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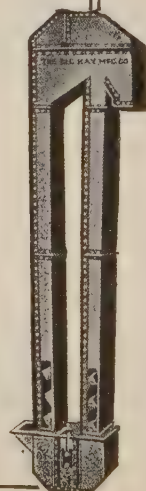
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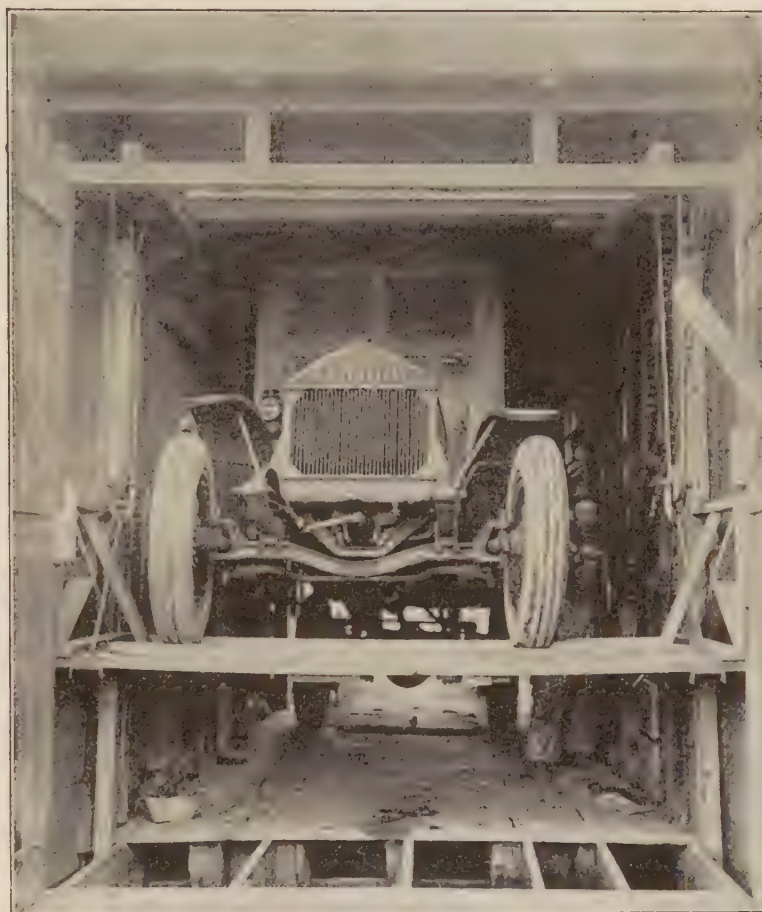
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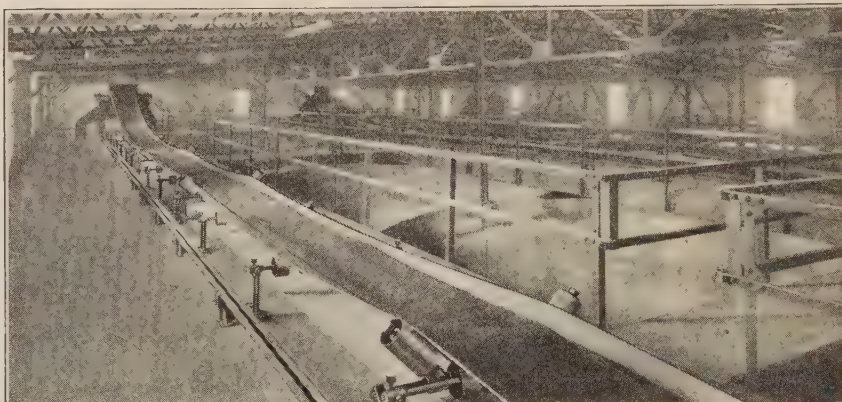
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GRAIN DEALERS JOURNAL

305 So. LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds, on the 10th and 25th of each month.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; two years, \$3.60; three years, \$5.00; single copy, 15c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.25; to Canada and Mexico, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MAY 10, 1921

THE SEC'y of Agri. will become the autocrat of the grain trade if the Tincher bill is enacted into law.

DUST EXPLOSIONS do not occur in clean elevators. If you desire to be free from this danger clean out the dust and keep the elevator clean.

FORGING Bs/L is extremely unpopular in Nebraska where a receiver has been sentenced to the penitentiary for indulging his weakness along this line.

THE VOLUNTARY scheme of wheat pooling suggested by the Canadian wheat board is far superior to the ambitious and visionary plan of the com'ite of seventeen.

PUBLIC ELEVATORS at Chicago May 2 contained only 24,361 bus. of wheat and under the Tincher bill will the Sec'y of Agriculture consider this a sufficient basis for the large sales of futures?

THE RAILWAY WAGE BOARD is showing itself so unresponsive to current developments in trade that a movement is gaining ground for the abolition of the board and its reconstitution with a membership more representative of the public interest.

NOW is the time to place your house in order for facilitating the handling of the coming crop. Clean up the dark, dirty places and give all the machinery a thoro overhauling to insure against a breakdown after a good movement of grain has been started.

NO ELEVATOR is suited to the needs of a station unless it provides at least one bin for each grade of each kind of grain likely to be marketed and a couple extra bins for use in turning damp or heating grain.

WHEN adding warehouses and coal bins do not overlook the increase in your fire insurance rate caused by exposure charges. The value represented by an elevator full of grain merits careful safeguarding as well as insuring.

THE WRECKING of grain elevators by dust explosions is becoming so common elevator architects and builders owe it to themselves and the grain trade to give serious consideration to the conditions which favor this destructive agent.

THE RELUCTANCE of buyers of grain elevator failures to admit they were stung is puzzling. Surely it can not profit the sufferers to cover up a swindle, but silence does make it easier for other grain dealers to get caught in the same trap.

WOOD pulleys in elevator heads stand between some otherwise uptodate elevators and a low rate for fire insurance. Some mutual fire insurance companies will not write grain elevators so equipped and their past experience fully justifies such caution.

THE ABROGATION of the railway working agreements July 1st is expected to stop the payment of money to railway workers for time not served. This will help to reduce the cost of producing transportation and should reduce the charges to the public. Will you kick?

CLEANING grain at the time of threshing to save cleaning at the elevator and to reduce freight is a new activity of the Bureau of Markets far more creditable to the Department of Agriculture than any invasion of the commercial field. Country grain dealers will be glad to co-operate with the Bureau in the introduction of its new aspirator.

THE ELEVATOR manager has sufficient real trials these days without being handicapped by an old out of date house. If you would succeed in the grain business today at least give yourself a fair chance by providing modern mechanical facilities so you will have more time and strength for keeping posted on the details of the grain business.

THE PESTIFEROUS Federal Trade Commission recently was properly rapped on the knuckles by the U. S. Circuit Court of Appeals setting aside its order in the case of a Philadelphia publishing company. The court held there was no unfair monopoly so long as competitors had the same free access to the consumer. Has the Commission ever done anything of real benefit to the nation?

WHEN the railroads reduce both wages and freight rates 20% the volume of freight and passenger business will be increased fully 20%. At present much grain, seed and hay is kept off the markets by prohibitive transportation charges. After paying the exorbitant charges for getting the farm products of some districts to market nothing is left for the producer.

FLOUR, seeds, shoes, dry goods, clothes, hats and many kinds of machines and other commodities are sold months before they are produced. In fact their production would not have been started had they not been sold for future delivery. Why discriminate against grain?

THE ARRAIGNMENT of excessive freight charges and the demand for immediate reduction by Congress is strongly supported by convincing figures in the resolution adopted by the Missouri Grain Dealers Ass'n. Read it and write your Congressman to get busy and remove this bar to the profitable marketing of farm products.

OPEN knife edge switches result in so many men getting electrical charges not intended for them, that both fire and casualty insurance men are recommending enclosed switches. The danger of fire and accident is so much less with the switch that can be turned without opening the box containing it other styles must soon be discarded.

SIDE LINES seem to be losing their popularity with many country elevator managers, and farm implements especially are being discarded. Recent numbers of the Journal have contained many notices of side lines being dropped, so more time can be devoted to the grain business. Specialization should result in greater efficiency, less waste and fewer blunders.

IF THE so-called specialists of the Bureau of Markets knew one-half as much about marketing grain as the many bulletins of the Bureau credit them with knowing, they would be in the grain business on their own account and the Bureau couldn't employ them at triple their present salaries. The glowing encomiums these pap suckers print about themselves at the expense of the taxpayers is nauseating.

OVERLOADING cars is now so expensive few grain shippers will permit it, even when cars are scarce. The practice always was avoided by the careful shipper, but shippers ambitious to establish a record ignored the dangers, loaded car to the roof and spent much extra time trying to collect shortage claims. The extra charge now assessed by carriers for overloading cars will discourage the record seekers.

BUILDERS and stone masons are erecting some very expensive monuments to the folly of grain dealers who are anxious to have a fireproof grain elevator. Alterations or repairs on a tile or concrete elevator are very expensive and seldom result in more than an inconvenient patched job that is a discredit to the designers and a sad disappointment to the owners. The only way to get a real elevator, one which will handle a maximum amount of grain with a minimum expenditure of power and labor is to employ an experienced man, who knows what is needed to facilitate the safe and efficient handling of grain and how to attain it. Building a grain elevator without complete plans and specifications is as uncertain of results as attempting to sail the ocean without maps, charts or knowledge of navigation.

Dictators Neither Needed Nor Wanted

Congressman Tincher's Bill H. R. No. 5676, the Kenyon-Kendrick Bill and others along the same lines, which are designed to provide a dictatorship for the grain trade and the packing industry, will insure the producers an increase in the cost of marketing their products far beyond any possible benefits which may result from the rigid regulation contemplated.

Neither the packers or the grain exchanges are to blame in any measure for the decline in prices, which seems to be the principal argument of the radical agitators behind all this agricultural legislation.

The Committee of Seventeen cannot hope to handle much grain so long as the well regulated trading places are open to the members of the grain trade. The cry for months has been to relieve business of the cumbersome governmental interference which so frightfully handicapped many different lines throughout the war, and most politicians have recognized the pressing need for this relief; but the loud-mouthed spellbinders who feel the necessity of "trying to do something for the farmer" insist that any man wearing the title "Secretary of Agriculture" will be equipped with such a superior knowledge of the grain and packing business as to be able to administer everything relating thereto far more intelligently, more efficiently and more economically than any of the men who have devoted their life's thought and study to the business.

The agitators persist in reforming every one's business but their own; that is how they thrive, and the suckers pay dues for their maintenance because of the loud noise they make. Farmers who have made a study of the economic problems involved in the marketing of farm products readily comprehend that the Secretary of Agriculture is not a person to be given the direct control and regulation of the marketing of all their products.

The grading of grain under the present rules and regulations of the Department of Agriculture costs at least fifty times as much as it did under private expense. The revenue for this proposed service must be raised by the taxpayers altho it may not be added to the price of the products. If our government desires to drive out of the grain and the packing business all the men who have devoted their lives to the problems of these lines, it would be simpler to enact a law requiring every producer to prepare his own products for consumer and to sell only to consumers. That would do away with this efficient marketing machinery and save the cost of its employment.

Men of sense will not engage in private business directly controlled by inexperienced men who have obtained their dictatorship through political preferment. If our lawmakers are determined to suppress private initiative and discourage individual enterprise they are surely on the right track. The Department of Agriculture is already burdening both lines of trade with an unnecessary amount of regulation that helps no one, but the office holders; and if Congress would first investigate carefully the results of the present efforts of the Department to regulate and direct business we doubt that any other responsibilities for regulation would be intrusted to it. Men who know of the Department's waste

and inefficiency scout the idea of any practical benefits ever arising from political interference with business. The Secretary of Agriculture might always be a man wise beyond the hopes of all his peers, yet with his multiplicity of duties and his lack of experience in the businesses he is called upon to regulate he could not be expected to issue any edicts which would assist in bringing about a more accurate reflection of the law of supply and demand in the prices of any commodities than is done by the present machinery. Most of our Secretaries of Agriculture since the establishment of this department have been modest men, students earnestly striving to help the farmers to better agriculture, which of itself is a big job.

The direction and regulation of the marketing machinery of farm products is outside the province of the Department and no practical benefits can be hoped for from the proposed dictatorship.

Evidences of Poor Construction

Recently we have received information regarding the failure of a number of concrete and tile country elevators, which serves to emphasize the fact that a number of inexperienced men are taking contracts to erect grain elevators without attempting to learn what are the needs of the operator or what are the essential features common to all country elevators.

So many foundations have failed, causing the bursting of bin walls, that it would seem the height of folly for any contractor to undertake the construction of a grain elevator without first learning what would be needed in the way of a foundation and in bin walls strong enough to withstand the lateral stress of grain at all times.

As is pointed out by different contributors to this number, alterations in fire-proof grain storage plants are extremely expensive, so that it behooves not only the owner, but the builder to be sure of what is wanted and needed before permitting construction work to be started. Changes are expensive.

Elevators can and have been constructed satisfactorily from wood, steel, reinforced concrete and tile, but many failures prove conclusively that it is an easy matter to get a very unsatisfactory elevator from any kind of material. Concrete storage tanks without number have bursted because they were not properly reinforced or the materials were not properly mixed. Not only have we published illustrations of a number of concrete failures, but we have published facts regarding concrete walls leaking sufficiently to cause grain to cake and sprout. While some tile elevators have collapsed, others have permitted grain to leak out and water to leak in. All proof of poor workmanship.

Defects of construction are sure to develop through usage of elevators constructed by inexperienced men, who did not understand exactly what was needed or how to obtain the result desired. The arrangement and equipment of the elevator depends largely upon the knowledge and experience of the designer, although the owner is supposed to dictate what he wants. The inconvenient arrangement of many country elevators proves conclusively that the man who designed them never had experience in the operation of a country elevator and never made any attempt to in-

vestigate the needs of the operator or gave any thought to what might facilitate his work. The average silo builder's conception of the elevator needs of the country grain dealer is a long stretch from what the grain dealer hopes to get.

Experience has proved that the service of the best designer and builder is generally the cheapest in the long run, because he can generally construct an elevator of maximum storage and handling capacity for a minimum amount and at the same time insure the rapid handling of all grain with a minimum expenditure of power and labor.

The grain trade is sorely in need of better construction—designs that insure a maximum storage capacity for a given amount of material and an arrangement that will expedite the handling of all grains in volume equal to the business of the station without the employment of extra labor. No elevator is a complete plant that has not sufficient functions at one and the same time. The station which will not justify two legs so that grain can be cleaned or shipped as well as received at one and the same time is an expensive investment. It is much better to have the elevator storage and handling capacity of every elevator in excess of its average needs. Then if it ever does have a rush of grain it can handle it without delay to its would-be patrons and without so much loss on a declining market.

The tendency is to build better elevators everywhere, but, sad to relate, many of the well constructed houses are not equipped with rapid handling facilities equal to the needs of the station at the peak load of the season.

Modern mechanical facilities for improving and expediting the handling of grain are too inexpensive to permit of any elevator owner hesitating to provide the best. It is poor economy to neglect to provide up-to-date facilities at the expense of the time of your customers and the labor of your employes. Let the machinery do it quickly and more satisfactorily.

More Bins Needed For Classification

Some unfortunate buyers of silos are beginning to realize that one, two or three tanks with a leg of small capacity do not form a modern elevator.

In shipping grain across state lines when classified in keeping with the federal grain grades, it is incumbent upon country grain dealers to avoid mixing grades or billing out grain that bears evidence of an attempt to plug the load. And yet the shipper with but few bins must occasionally fill a car with grain of another grade in order to obtain the carload rate of freight.

So far the federal government has established grades for only wheat, corn and oats; but grades for the other grains will be established in due course of time, and when established it will be necessary for country shippers to exercise greater caution in classifying rye and barley than has been their practice heretofore. Hence they will need more bins or else better facilities for cleaning, drying and bringing all grain of each kind up to a uniform grade. Those who are averse to providing more bins to facilitate the classification of grain received will find it to their advantage to install every facility for improving all grains.

Causes of Elevator Fires

If every prospective improver of grain elevator property would study the causes of fires in grain elevators they would intuitively avoid duplicating known hazards in the construction of new or the overhauling of old elevators. On Page 403 of the Journal for March 10th we gave a carefully compiled statement of the causes of 961 elevator fires as reflected by 18 years experience of the Grain Dealers National Fire Insurance Co. Doubtless the experiences of other fire insurance companies specializing in grain elevators would confirm the experience of the Grain Dealers Insurance Company, but none have prepared figures covering so long a period.

The experience of the Western Grain Dealers Mutual Fire Insurance Co. for 1920 places the burden of the larger number of fires on the same causes credited with extreme activity by the grain dealers figures. For example, the Western Fire Insurance Co. had 31 elevator losses last year and 13 of these fires were credited to lightning; 3 to locomotive sparks; 5 to gas engines, and 2 to heating equipment; 1 friction and 4 unknown.

The lightning loss can easily be prevented by equipping every elevator with a standard lightning rod equipment or else by connecting the metal roof with metal siding and grounding the siding at the corners of the building. Copper rods can now be installed at low cost and earn a sufficient credit to pay attractive interest on the investment.

Locomotive sparks have always been credited with starting many fires and will continue its destruction of grain elevator property until all insurance companies refuse to write elevators covered with wood shingles and siding. Notwithstanding the insurance companies increase their rate per \$100 fifty cents for wood shingles and ten cents for wood siding, some grain elevator owners actually tear off iron and put on wood. They think that iron roofs cannot be made water-tight. That is because their parsimony leads them to intrust the job to a bungler or a novice and the wind soon puts the roof out of commission. Iron roofs and siding when properly installed do give satisfactory service.

It is the general impression among builders that friction is not credited with the full number of fires it produces, and the experiences of fire insurance inspectors who spend their time unearthing hazards in grain handling plants have the same conviction. Machinery unless well lubricated at all times will get hot and communicate the heat to adjoining parts. If those parts are of combustible material fire is sure to occur, oftentimes hours after the plant has been closed down. If every elevator were equipped with modern journal alarms this hazard would immediately be reduced 95%.

While it is true that many fires are of unknown origin, enough of the causes are known to insure a marked reduction in the fire insurance rate if all elevator owners would correct the known hazards and remove these dangers from their property.

If you are interested in reducing the fire insurance expense of your business, then consult your underwriter whenever you contemplate making changes or building a new elevator; it will pay good dividends.

Dust Explosions and Their Prevention.

By ELMER H. KARP.

The large number of grain dust explosions in grain elevators and similar structures has resulted in many suggestions for the elimination of dust and reduction of loss due to explosions. A recent article in a grain trade journal stated that, "a clean house is dust explosion proof." This is the gist of the whole subject. If we can eliminate the dust we can stop explosions. We must design and build grain elevators so as to reduce the danger and loss from explosions. Then we must see that the equipment provided is used properly.

In the first place, the various state weighing departments and similar agencies should remove the restrictions they have attempted to enforce which prevent the connection of the dust collection systems to the boots and heads of elevator legs.

Grain should be clean when it gets to the country elevator, and a certain amount of shrinkage be allowed when shipping. These two items will probably be hard to put over, but if the elevator operators will keep after the dust in their plants they can wait until such time as the farmer can be educated into shipping clean grain and getting less dockage.

Grain elevator designers and contractors should stop trying to see how cheap they can build elevators, and educate owners into putting in every device that experience proves desirable and profitable. Certain designers pride themselves on being able to design and build cheap elevators, and by the time the owner gets thru with the construction and the plant is in successful operation, he wishes he had never heard of them. Many owners and operators limit their expenditure in such a way as to tie the designer's hands. It is time we realize that nearly all of us have some good ideas and most of us get foolish once in a while.

A VERY SMALL CURRENT of air is required to pick up floating dust, and when connection is made to the hoods at the discharge end of belt conveyors, it will pick up the light dust but nothing else. Such connections made ten or twelve inches above the line of discharge of grain and operating with a velocity of three or four hundred feet a minute for the air will practically remove all floating dust at that point. I have watched such installations and never saw anything picked up by the dust collection system that would have got to the scale hopper if the suction had not been working. A similar connection should be made to each garner and the scale hopper vented into the garner. A dust curtain should be provided for the scale inlet and a similar one for the bottom of the scale hopper. These curtains are not new ideas, but have been part of the design shown by the better class of elevator engineers for years. This would keep practically all dust out of the basement, scale, garner, and top floors except such as might come thru stair openings from the other parts of the elevator.

Dust hoods could be provided at all points where grain is loaded onto belts and these hoods connected to the dust collection system. These dust hoods and similar connections should be equipt with valves that could be operated from convenient points. In some cases these hoods would be an expense that would not be justified by results, if the elevator is equipt as the writer suggests.

This would leave the first floor, distributing floor, transfer floor, if there is one, and cupola of storage annexes as the principal points where there would be floating dust. If closed spouts were used on these floors and the bins covered over there would be some reduction of this dust. There seems to be no way of removing the dust raised by grain falling into the bins except to connect the bins to the dust collection system or vent them to the outside. This expense would not be justified.

A certain velocity of air should be maintained in the dust collection system so as to prevent the clogging of pipes due to low ve-

locity. Metal particles should be taken out of the dust with a magnetic separator before reaching the fans. The main collection system such as is installed at present should be only for taking dust from the cleaning machines, discharge hoods, leg head and similar points that require almost constant suction.

A VACUUM CLEANER SYSTEM: The experienced elevator operator or designer will probably think I have forgotten about the dust that does get out into the house. The method of handling this dust as practiced in the great majority of elevators at the present time is one of the causes of dust explosions. That is the practice of sweeping to floor sweeps of a dust collector system. As a matter of fact about one-third of the dust gets to the floor sweep and the remainder is suspended in the air waiting for a spark or flame to set it off. A number of dust explosions have occurred during the cleaning of the elevator or immediately after.

A simple and efficient remedy for this is to install throughout the elevator a vacuum system similar to those furnished for large hotels, office buildings and similar structures. This system should be provided with outlets so spaced as to be able to reach any part of the elevator, including walls, with a hose fifty feet long or in maximum conditions seventy-five feet. Not a single elevator in this country has such an equipment though several milling companies have it. In some houses dust could be gathered by a portable cleaner, but in most cases such a machine could not cover the entire plant. The dust taken up by this system could be dropped into a hopper connected to the dust collection system and carried to the dust house outside.

This vacuum system would also provide a simple method of removing all dust on ledges and similar places which with the usual equipment are not cleaned except in a general clean-up. It is not feasible to connect long lengths of hose to dust collection systems such as are installed at present as the friction loss in the hose is high. This results in too low a vacuum at the nozzle to pick up dirt on floors and carry it to the main pipe.

A compressed air system should be provided which would have outlets so spaced that a fifty foot length of hose could reach any motor in the plant and also any other equipment that could not be cleaned by either of the above methods. This system should be such as to provide a pressure of sixty to eighty pounds at the nozzle. In the vacuum system there are portable compressors that will do the work. This method of cleaning motors is about the only one that will get the dust out of the armature windings, and, if the other methods of cleaning are used, the house will be so clean that the amount of dust raised will not be dangerous.

DUST HOODS could also be installed at each unloading sink and also higher up for the car doors to collect such dust as is raised at these points. Such refinements as this are probably superfluous, but have been installed at times by various owners and designers.

With this equipment most of the dust would be collected at the point of origin and would greatly reduce the amount of floating dust. The cleaning of a grain handling plant should be a continuous operation. The practice of putting the whole force to work sweeping is dangerous as it raises a large amount of dust that remains in suspension for a considerable time. This practice also allows the house to become dirty as the force is generally busy with other duties. The sweeping should be done by a force of sufficient number to keep the house clean. Such practices as blowing down walls and ledges with compressed air, shoveling dust onto belt conveyors and spouting it into a bin, smoking, carrying of open lights or unprotected electric lights should be prohibited.

MOST BUILDERS of concrete houses run the cupola, walls and beams with sliding forms and pour the floors after the forms pass by.

[Continued on page 773.]

Borrow trouble for yourself if that is your nature, but don't lend it to your neighbors.—Kipling.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Price Basis for Claim?

Grain Dealers Journal: Last year we had several cars of corn excessively delayed by transportation lines. We have filed claims for the delay but are having some argument with the railroads. What were the market quotations on No. 2 mixed corn on June 10, July 1 and July 10, 1920?—National Milling Co., Macon, Ga.

Ans.: Official record of the Chicago Board of Trade shows corn of No. 2 mixed grade to have covered a range daily of \$1.89½ to \$1.96½ on June 10; \$1.75 to \$1.82½ on July 1, and \$1.62 to \$1.71½ on July 10.

Delay Claim Based on Price Day Car Should Have Arrived?

Grain Dealers Journal: We have filed several claims against the railroad company for loss in market value on account of unreasonable delay.

We figured our claim at market price of the wheat day of arrival. The railroad company returns our claims and tells us we have figured on a wrong basis as we should figure the wheat at "the market price the day the car should have arrived."—Yoakum Mill & Elevator Co., Yoakum, Tex.

Ans.: Both the price at time of arrival and time the shipment should have arrived are used in calculating the loss. If the car sold at \$1,800 when it arrived and would have sold at \$2,000 if it had arrived earlier, figuring the usual time in transit between the two points, or about 50 miles a day, the shipper has a good claim for \$200. Presumably the railroad company's rejection of the claim is due to the shipper having based claim on contract price. If so, the shipper is wrong, the contract price not being recognized by the law or the B/L as the basis of claim, which is the destination value at the time shipment should have arrived, under the McCaull-Dinsmore decision.

Destination Inspection?

Grain Dealers Journal: A sold to B 10,000 bus. of No. 1 mixed wheat at a certain price. Contract called for wheat to be at least 65% soft and was sold subject to destination weights and grade, like sample. To A's knowledge sample was not given licensed inspection. No billing instructions was given at time of sale confirmation stating "call our expense for billing."

When one of the cars was loaded A called for billing and was instructed to bill to Oklahoma City. Licensed inspection at Oklahoma City pronounced car to be No. 1 mixed wheat, 76% soft red winter, 24% hard red winter, test 60½ pounds. Car was diverted by B to Dallas where licensed inspection pronounced car to be No. 2 mixed wheat, test 59.5 pounds, total damaged 4%. No provision in the contract gives B the right to divert car.

Account sales was rendered and car discounted 3 cents on account of same being No. 2. A refused to accept settlement on this basis maintaining that settlement should have been made on Oklahoma City inspection.

Was A justified in refusing to accept Dallas inspection as basis of settlement?—E. J. Miller, Perry, Okla.

Ans.: Nothing in the original contract prevented buyer from billing to a diverting point with a reservation to himself of the privilege of diverting to a final destination; and, seller being responsible for grade at "destination," must accept Dallas inspection. Whether the wheat deteriorated in transit or the inspector holding the federal license at Dallas was in-

competent, the seller must stand the loss, as the contract did not specify Oklahoma City weights and grades. "Destination weights and grades" is too indefinite for shippers to trade on. Guaranteeing the weight and grade of a shipment four weeks or even two weeks is surely worth more to the broker than a two day guarantee. If shippers are willing to assume the hazards of shrinkage, loss and deterioration for an indefinite time after they have sold their grain, then they should make a per diem charge for insuring the buyer against these losses.

Recovery for Delay?

Grain Dealers Journal: We made a shipment of seed corn from Sebewaing, Mich., to Battle Creek, Mich., Apr. 5 and as it did not arrive until May 21 it was refused, and we suffered a loss of \$26.75. Our claim against the Pere Marquette has been declined on the allegation that carriers were suffering from labor trouble and could not assume any liability if the delay was caused by means beyond their control. Should they pay this claim?—John C. Liken & Co., Sebewaing, Mich.

Ans.: Carriers are liable for delay and consequent rejection of shipment; but whether the delay was due to causes beyond the control of the carrier within the exceptions on the B/L is a question of fact that can be developed only by the record of the car movement and a knowledge of all the circumstances surrounding the handling and movement of the car. If the rejection was due to the expiration of the time for seeding and not due to the decline in market value of corn, and the carrier had no notice that it was seed corn requiring prompt movement this would constitute special damages for which the carrier is not liable.

If the railroad company was handling other shipments in the same direction promptly and thru neglect failed to load this lot into a car moving that way or neglected to keep it moving in the train the railroad company should pay the claim.

Damage for Deterioration?

Grain Dealers Journal: We have a claim against the C. & N. W. R. R. and are having a little dispute in regard to settlement.

June 4, 1920, we loaded 1530:30 bus. of No. 3 yellow shelled corn over Fairbanks Automatic out weighing scale into car No. 125281; billed it to Blanchard Grain Co., Milwaukee, Wis., on a sale of May 28, 1920, to be loaded in ten days at 189½c net, Milwaukee. This corn arrived in Milwaukee July 3, 1920, and we had a telegram from Blanchard offering us for sample grade 17% moisture, very hot, badly burnt corn, \$1.05. We wired to do the best they could with us, with car corn. They sold it and disposed of it at \$1.10. We have a letter from them to that effect they filled our sale, by buying No. 3 yellow corn and allowed us 1.35½c for our corn. We put in our claim for the difference between 135½ and 189½ and the difference in our weights as the heating corn shrinkage was 26:14 bu.

The railroad will not accept our claim but will settle for the difference between \$1.83 which they say was the price No. 3 was selling for and \$1.47½ which was the average price of sample grade yellow, \$1.47½ might have been the average price for sample grade yellow but not for the grade of corn ours must have been to sell at \$1.10.

How can we figure the amount of our damage?—Farmers Elevator Co., Traer, Ia.

Ans.: To figure the amount of the damage it is necessary to find the price at which No. 3 yellow sold at at Milwaukee on the day the corn should have arrived. It is a roundabout route from Traer to Milwaukee and the car may have traveled nearly 400 miles, so that figuring 50 miles a day and having been loaded June 4 it should have arrived June 12. The Chicago market dropped 12 cents between June 4 and 12, and presumably Milwaukee dropped the same, the average price of No. 2 at Chicago June 12 being \$1.87. Inquiry should be made of H. A. Plumb, sec'y of the Milwaukee Chamber of Commerce, what was the selling price of No. 3 yellow on June 12, as that is the true basis of claim. Assuming that No. 3 yellow was selling at \$1.82½ at Milwaukee June 12 the railroad company owes the shipper the difference between \$1.82½ and what No. 3 was worth July 3, which also should be ascertained from the sec'y of the Chamber of Commerce. But assuming this price, just for example, to have been \$1.65½ (as the market dropped 17 cents in 3 weeks), the railroad company owes the shipper 17 cents a bushel.

In addition the railroad company owes the shipper for deterioration during delay the difference in the price of No. 3 July 3, \$1.65½ and \$1.10, or 55½c a bushel, a total of 72½ cents a bushel.

The railroad company's contention that the value of the car of sample grade yellow was \$1.47½ according to some official quotation is of no force or effect, in the face of the actual sale of the identical car at \$1.10.

At the same time the shipper put in his claim wrong, for \$1.89½, as the railroad company has nothing to do with the contract of May 28. He should amend his claim by figuring the actual mileage to Milwaukee, allowing 50 miles per day, and taking the market for No. 3 that day, which was not far from \$1.82½.

Storing Under Nebraska Law?

Grain Dealers Journal: A farmer thru verbal agreement stored grain in an elevator that has no storage license. Can the farmer collect for grain at price when elevator received it and can company collect storage charges?—R. R. Clark, Arcadia, Neb.

Ans.: Under the Act approved Mar. 23, 1917, a fine of \$50 to \$500 is imposed on any grain elevator violating the Act. Holding grain in storage for over 10 days without paying for it constitutes doing a storage business for which license is required from the State Railway Commission, and bond. Irrespective of whether or not he charges for storage or mixes the grain of different owners, the dealer becomes liable after 10 days to prosecution.

If the grain company denies the verbal agreement the farmer can not enforce it without having some evidence in writing.

Unless otherwise agreed when the grain was taken in, the custom or practice of the grain company will govern the price to be paid. If the grain was stored and the practice of the company was to pay the market price the day the farmer came in later to sell, the farmer can not collect the price when the grain was taken in.

If the grain company holds out the storage charges when settling with the farmer the latter can recover the amount by suit, and also, by complaint to the State Railway Commission, subject the company to prosecution for unlawfully doing a storage business without license.

The only correct method for an unlicensed elevator company is to do no storage business and to pay for all grain within 10 days after delivery. The objection to taking out a license is that it compels the elevator company to take grain on storage from all comers, as interpreted by the Attorney General in an opinion to the State Railway Commission.

Measure of Damages?

Grain Dealers Journal: I have a claim against the B. & O. R. R. Co. for \$1,452.03 on a shipment of a split car one year ago. In the first place this car was forty-one days getting to destination, a distance of 400 miles. In addition on arrival it had a leaky roof, the corn was hot and in bad condition.

The destination of this car was on a little branch road, some eight miles from the Junction, where the car was inspected and refused by the consignees. The oats graded No. 1 in Buffalo and sold at a loss of 50c a bushel. The Railroad company is contending that the consignee was compelled to unload these oats, accept them on contract, then the corn would be handled to the best advantage. My understanding has been that on a split car, where part of the grain has been damaged and not up to contract, in most cases the entire shipment is refused. Your opinion will be greatly appreciated.—V. E. Chambers, Sidney, O.

Ans.: In this case the railroad company is not denying its liability for delay, and deterioration during delay. It is simply quibbling about the amount that should be allowed.

As between a buyer and seller the duty is on the receiver of the goods to minimize the damages, and the contention of the railroad company seems to be that the car was not handled to best advantage.

The railroad, however, is assuming something in alleging that the loss of 50 cents on the oats was due to wrongful rejection. The buyer probably rejected on account of drop in market while the carrier was delaying the movement of the car, in which case no care in handling at destination would have minimized the loss, as, of course, it is impossible to sell oats for more than the market price.

If the railroad company's contention were true the effect would be to shift the burden of collecting claim on the buyer; as, if the buyer had unloaded the oats, buyer could have put in a claim for unreasonable delay. If the corn and oats were sold f. o. b. Buffalo, Buffalo weights and inspection, all the risk fell on the buyer

who would have to pay for the grain, and turn shipment over to carrier or handle for carrier's account.

Assuming that shipper sold f. o. b. his own station for loading out in a certain time, Buffalo weights and grades, the shipper is the party to make claim, and he is entitled to damages for loss on corn going out of condition and for loss on oats due to delay in transit and drop in market. Even if the oats market had not dropped the buyer was warranted in refusing if accepting the part car of oats would have compelled him later to pay freight on a minimum car of corn to get what little corn he needed. A buyer is not to be required to suffer loss by the upsetting of his business arrangements to make good the shortcomings of the railroad company.

Increased Rental for Right of Way Site?

Grain Dealers Journal: Will the Journal please tell us how the railroad company can increase the rental for ground leased from it as is now being done. We have two leases, one containing 1,200 sq. ft., and the other 6,468 sq. ft. Prior to 1918 these plots leased for \$5 each per year, which was then raised to \$12 each. Then in 1920 it was increased to \$36 each. We would like to know how this is governed and how to draw a line on it. We feel that this is an unreasonable rental and no one knows where they will stop.—W. H. Lloyd, mgr., Jonestown Equity Exchange Co., Venedocia, O.

Ans.: Read the reply to the Stafford Grain Co., published in the Journal Mar. 25, page 496, as this all applies to Ohio as well.

The Interstate Commerce Commission has just denied its own jurisdiction, as stated fully in the Journal Apr. 25, page 674.

In the absence of a state statute this becomes purely a local matter to be settled by the railroad company and the shipper. The shipper should offer the railroad company a check, stating on its face that it is for rental of site for the certain year, on the basis of 6 per cent on the value of other real estate in the immediate vicinity. This should be in writing so that the shipper will be on record as having offered a fair rental. The railroad company then will be placed in an unfavorable position in any litigation that may follow, whether initiated by the railroad company to eject, or by the shipper to enjoin ejection. If the railroad company is well advised it will accept such fair tender rather than resort to the courts or to undertake forcible dispossession.

Liability for Delay Due to Strike?

Grain Dealers Journal: On May 31, 1920, and June 26, 1920, we shipped some grain from this station to Buffalo, routed Monon and Michigan Central Railroads. In both instances the cars were so unreasonably delayed in transit, we suffered a loss of 11c per bushel in the decline in the market.

We filed damage claim for recovery of the loss sustained, and the Monon having made reasonable delivery to the Michigan Central (not being involved) developed in their investigation with the Michigan Central that that road had refused to entertain our claim for the reason of the switchmen's strike, contending in support of their position, they are not liable under the provisions in second paragraph of the uniform B/L.

We are of the opinion the railroads issued an ultimatum to the striking employees early in April, 1920, to the effect if they did not report for duty within ten days from the date of the ultimatum, their positions would be filled and if at any time they were re-employed, all seniority rights were taken away, and further announcements were made to the general public at the same time that so far as the carriers were concerned no strike existed. How can we establish the carrier's liability?—W. C. Babcock Grain Co., Rensselaer, Ind.

Ans.: Paragraph 2 of the Uniform B/L exempting the carrier from liability for strike is a good defense if the delay actually was due to the strike. This is purely a question of fact to be determined from the movement of the cars in question and the state of traffic on the road at the time. Allegations by the carrier's representatives that the movement was or was not hampered by the strike have no standing against the facts. A close study of the record of the car movement should disclose whether any substantial interference with traffic was due to the strike.

I. C. C. Finds Car Distribution by the St. L.-S. F. Preferential and Prejudicial.

The Hobart Mill & Elevator Co., Cold Springs, Okla., recently filed a complaint with the Interstate Commerce Commission that the St. Louis & Southwestern furnished a larger proportion of cars to elevators at near-by points than was furnished to them. Because of this action reparation was asked.

Cold Springs is on defendant's line between Enid, Okla., and Vernon, Tex. The alleged preferred elevators are located on the same line in Oklahoma at the following points; two at Roosevelt, about 5 miles north of Cold Springs; one at Mountain Park; and one at Snyder, about 8 and 10 miles, respectively, south of Cold Springs. During the wheat shipping season of 1919 there was an acute shortage of grain cars in this territory.

From July 1 to Dec. 1, 1919, 17 cars were furnished to complainants. Defendant's records indicated that for the same period 39 cars were furnished to one elevator at Roosevelt, 44 to the other, and 47 to the elevator at Mountain Park. It appears that 36 cars were furnished to the elevator at Snyder for this time, excluding a period of about 72 days, for which no records were produced. Complainants were furnished 10 cars, apparently after Dec. 1, 1919, and during a period when an embargo was in effect on grain shipments generally. These 10 cars were furnished as a result of a special investigation and report on grain-car shortage at stations on the division of defendant on which Cold Springs is located.

Complainants contend that under a fair and equitable distribution they should have received 45 cars during the period in question; that by reason of the alleged undue prejudice they were prevented from shipping in interstate commerce 28 cars of wheat, and were deprived of the profits thereon. There were various estimates upon the capacity of the cars ranging from 1,000 bushels for the smaller to 1,500 bushels for the larger cars. The average profit upon wheat actually shipped by complainants during the period in question was stated to be about 10 cents a bushel.

No settled practice or fixed rule was in effect for the distribution of grain cars between stations on defendant's line. The defendant's chief dispatcher, who was in charge of the distribution of cars, testified that he made such distribution on the basis of the amount of grain on hand at the various stations, as reported to him daily by the station agents.

During the hearing of the complaint there was some confusion in regard to the capacities of the above-mentioned competing elevators. The following table shows the number of cars received by each elevator from July 1 to Dec. 1, 1919, and also shows the capacities. (The capacities taken is the highest capacity placed by any witness.):

Elevator and Location.	Capacity, bus.	Cars rec'd.
Complainants', Cold Springs, Okla.	7,000	17
Hobart Mill & Ele. Co., Roosevelt, Okla.	12,000	44
Hufine & Co., Roosevelt, Okla.	12,000	39
Beardon & Burns, Mountain Park, Okla.	16,000	47
H. S. Lewis, Snyder, Okla.	8,000	*36
Total	49,000	183

*From July 1 to 10 and from Oct. 1 to Dec., 1919.

The chief dispatcher was unable to explain the marked discrepancy between the number of cars furnished complainants and those furnished their competitors at the stations named. That defendant's officials were convinced that complainants had not been equitably dealt with in the matter of car distribution is indicated by the instructions given in December, 1919, after an investigation of the situation, that complainants be excepted from the operation of a general embargo which had been placed on shipments of grain from this territory in order that, as defendant's witness expressed it, they might have "a chance to catch up." This latter action of defendant was clearly unduly prejudicial to other shippers, who were held to the strict observance of the embargo,

and could not justify any previous undue or unreasonable prejudice against the complainants.

In rendering its decision the Commission said: "We find that the defendant's practice in the distribution of cars for grain loading during the period in question was unduly prejudicial to the complainants and unduly preferential of their competitors at Roosevelt, Mountain Park, and Snyder, Okla. The present record is not such that we can determine with any degree of certainty the amount of the damages, if any, sustained by complainants by reason of such undue prejudice. The defendant's subsequent distribution of cars is satisfactory to complainants and no relief for the future is sought. The complainants will be allowed 30 days from and after the service of this report within which to make a showing in support of an application for further hearing on the question of damages; in default thereof, the complaint will be dismissed.—61 I. C. C. 192.

Dust Explosion Prevention.

[Continued from page 761.]

The placing of windows of large area in such walls increases the labor. As a result builders place only one window in a bay and that as small as the owner will stand for. If the elevator walls were built as they are in a modern factory building with large window area and thin walls, the interior and structural damage as a result of a dust explosion would be small. The windows should be provided with a maximum amount of ventilating area so that with the windows open there would be a free circulation of air.

A study should be made of the plans to utilize natural ventilation thru the elevator wherever possible to remove dust, especially in the basement of the elevator and in the tunnels under storage annexes. As a rule the tunnels are dark with little clearance around machinery and little ventilation. A few openings and a vent stack or two would cause a natural flow of air. Buildings should be arranged so there is an open space around them and rolling doors should be used in the first floor bays. The boiling up of dust clouds cannot very well be prevented in all parts of the elevator but a natural draft will remove the floating dust at all times.

REDUCE THE NUMBER OF LEDGES throughout the plant and have smooth walls, as dust will hang on the concrete walls unless they are very smooth. In some cases it might be advisable to rub down the walls and paint them to prevent dust adhering to them. The explosions in concrete houses have caused some people to feel that concrete is poor material for grain elevator construction. As a matter of fact the reverse is true, as the use of structural steel or wood increases many times the number of places for dust to lodge while a concrete house properly designed and constructed would be the easiest to keep clean. Belt conveyors should be installed so there is plenty of space under them for cleaning instead of the seven inches or less in most cases. Space should be provided around all machinery and machines so that they can be kept clean.

All the cyclones for the dust collection system should be outside the elevator. All portable extensions for electric lights should be of well protected wire and globes should have substantial wire guards.

The driers should be so arranged that all parts are easily accessible and coils watched when in operation to prevent the caking of dust on them. The bee's wings which come from the corn should not be allowed to accumulate in drier.

Such things as chokes, rubbing or slipping of belts and similar troubles will not be dangerous if the house is kept clean and will seldom occur if a real millwright is "on the job."

All electrical equipment should be in accordance with the National Code with such additional refinements as may be required in this class of work.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Exhaust Fan Reduces Dust Hazard

Grain Dealers Journal: With a view to reducing the risk of dust explosions I use an exhaust fan in connection with the Hall Distributor, installed so as to take the dust out of the pit and the bins. It is the best thing I know of in that line.—R. S. Dowdall, Junction City, Kan.

Dust Shud be Removed Upon Grain's Arrival.

Grain Dealers Journal: We believe that the one remedy for dust explosion is cleanliness, both in the small and the large elevator. A clean elevator will not explode. Proper design will prevent chokes in the boot and will prevent large accumulations of dust which are inaccessible to ordinary methods of cleaning.

We believe the best method would be to remove the dust as soon as it arrives in the elevator and so decrease the dust hazard as the grain goes forward. Under present arrangements and regulations this may perhaps work a hardship on the elevator owner, but we feel that the individual grain producer should learn that he cannot expect to receive pay for material which is of use only as an explosive.—Hölbrosk, Warren & Andrew, by C. R. Andrew, Secy., Decatur, Ill.

Reducing the Dust Hazard.

Grain Dealers Journal: We have read with interest a great many suggestions regarding how to prevent dust explosions, some of which are the result of experience and thought while others are extemporaneous utterances.

We note one good suggestion by Mr. G. R. Williams of Leonard, Construction Co. in your April 25th number viz, "don't sweep down the dust. Use a suction system with a flexible hose and handle to reach all ledges, etc."

Other good suggestions are to install ventilators at the heads of elevators, at conveyor discharges and other places where grain is agitated causing dust to rise and get out into the building.

We recently commended the way grain is handled in Michigan and some places in Ohio where grain is taken into the elevator, cleaned and weighed, the refuse being returned to the farmer and nothing but clean grain taken into the elevator.

Today we notice an article in a milling paper that states, "At the Two Canadian Terminals, Fort William and Port Arthur, the wheat dockage in 1919 and 1920 was 47,762 tons or nearly 1000 carloads or at least 20 train loads." The enormity of this waste is appalling merely from the standpoint of transportation.

Why should the consumer be compelled to pay his share of this waste; why shouldn't this dockage be taken out at the point of origin, eliminating the transportation charge and minimizing the dust explosion hazard in large plants.

The dust explosion hazard in small plants is unknown due, undoubtedly to the fact that the percentage of natural ventilation is greater in small plants than in large plants and with the expenditure of from \$100 to \$500 on any small plant in the way of ventilators the dust explosion hazard would be eliminated entirely in the small plant. With the expenditure of a little money in equipment, and the services of an expert the dust hazard could be almost, if not entirely, eliminated.

Owing to the cost of human lives and property it should be the duty of our National Legislators to compel owners to install explosion prevention devices as well as to have investigators to try and determine the causes as they are now doing. Insurance companies could do much along this line by recommending installations that would automatically take the dust out or cancel the insurance.—Yours truly, Ballinger & McAllister, P. F. McAllister, Bloomington, Ill.

Explosion Hazard Eliminated.

Grain Dealers Journal: It would seem to us that the elimination of risk from dust explosion was very largely a question of ventilation and improvement in the method of gathering and disposing of the accumulations of dust.

In the reconstruction of the Murray Elevator in North Kansas City, the work was done with these two ideas in mind, and several months' operation of the house has convinced us that the changes are very satisfactory. —Yours truly, Federal Grain Company, H. J. Smith, President, Kansas City, Mo.

Insists Inspection Before Paying Draft Is Fair to Buyers.

Grain Dealers Journal: Your editorial attitude towards demand drafts in preference to arrival drafts "Inspection Allowed" is causing some comment among grain dealers over the country, and before you criticise those of us who are opposed to it, I want to tell you how it affects the small dealer who serves on the last lap between grower and consumer. This is not a criticism of your policy, or a commendation of the letter of Joseph Gregg & Son and D. Arthur Karr whose letters have appeared in your columns, but I just want you to get the facts from each class of dealers. I am small and what objection I might raise would not be entitled to much weight, but it's that little bit.

In a buyer's country where most of our purchases are made through dealers located where there is no federal inspection, it is to our interest to have the privilege of inspection to get just an even break with the shipper. In order to have the business on a competitive basis it is likewise necessary to make purchases through dealers who cannot, because of location, give certificates of licensed inspectors. There are proportionately as many of us who dispense to the consumer, who are fair in our dealings as those from whom we buy. There is no better way yet practiced down here to make the burden of fair dealing, under such conditions as we have dealt with during the last six months, to fall equally upon the shipper and buyer.

There are more small dealers in our section than car lot shippers, therefore it is more to the advantage of shippers than buyers to sell on demand draft. A great many shippers and brokers will wear a claim out before paying it, the burden of proof always falling on the last small dealer. A custom of demand drafts would consequently leave all the worrying to either the consumer or his local retailer. This is not a kick, but give us a thought before censuring the present practice.

Smith Bros. Grain Co. of Fort Worth have a letter in the last number supporting your original article. I wish you would see some maize chops they shipped me in a mixed car, as well as a mill run grade of shorts which they billed and charged for as white shorts. There was not sufficient quantity of either to go back on them, but it is just another one of the advantages they would have over retailers in ditching their worn sacks, shop worn merchandise and inferior grades. And Smith Bros. Grain Co. is a reputable, reliable concern. Demand drafts would make us more liable to unscrupulous practices, and sight drafts cannot harm the broker or jobber.

Just give all of us consideration on matters affecting the entire trade, and if it is to the best interests as a whole, we are for it.—Very truly, Owen Marchbanks, Ennis, Tex.

Which Is Better, a Concrete or Hollow Tile Elevator?

Grain Dealers Journal: This is a question prospective builders must often answer with only the advice of selfish salesmen. The easiest way to make the choice is by direct comparison, accepting no statement that is not based on the latest city building code or on the proven best practice in grain elevator design.

The modern elevator is built light and roomy thruout and of proper proportions for handling grain thru it positively with the least loss of time and power, which calls for properly installed elevator machinery. It contains at least nine or ten bins, and of this number six should be deep bins and the balance overhead. The more bins the better.

Reinforced concrete is the only material that can be adapted to any form or shape found feasible for a particular business and location. There need be no sacrifice of convenience or economy to favor its use.

Tile on the other hand can only be used safely in curved and circular walls, to resist lateral thrust. Some straight walls however have been built with the aid of intermittent reinforced concrete beams, but these are of doubtful strength. Therefore tile elevators can only be built of the circular type. When more bins are required, they are formed by intersecting curved walls making elevators of fantastical designs, and when loaded produce uncertain and indeterminate stresses.

Large circular bins for country elevators are wasteful and hazardous. They are better used in mill storage and terminal plants. In this form volume accumulates rapidly, so that for a country elevator of average capacity the building is squat and has considerable spread on the ground, a dangerous type in the hands of an amateur elevator designer who attempts to arrange spouting and machinery. Using tile economically usually results in dark shallow pits and crowded badly shaped cupolas.

With concrete because of its adaptability one can get away from these bad proportions, shapes and designs and erect a building with a more reasonable cost. Concrete is limited to no particular shape or design and is easily adapted to the economical general rectangular shape with good height.

Where both types of buildings are designed to be fireproof thruout, the roof of the tile elevator will be built of reinforced concrete as well as all floors, bin slab and foundation slab, all of the buildings except the walls. These items being the same in both houses there is no chance for comparison, except perhaps to say that usually there is more slab area in the tile building because of the way house spreads over the ground.

No forms are required to build a tile wall, but special staging is necessary. The forms for a concrete wall once built are used for its entire height.

The dense hard burned so-called vitrified tile used for bin walls is not combustible and will stop the spread of fire up to the point of its own destruction. The less dense tile will stand much more heat without breaking down, but the dense tile must be used because the porous tile so easily absorbs moisture. The dense tile is very brittle and when subjected to intense heat, as that from burning merchandise cracks and crumbles when sprayed with water. This is plainly evident after a fire in a hollow tile building. For this reason some cities will not permit a fire wall built of hollow tile blocks.

Another hazard in the "fire-proof" tile elevator is the exposed steel I-beams used to support overhead walls. Cities require that these must be covered with a protective coat-

ing of concrete for when subject to flames they become soft and stretch out of shape causing a collapse that hastens the destruction of the building.

Concrete is the most fire resistive material known. It will not crack or spall off when subject to intense heat or the more severe strain of sudden chill when a stream of water is thrown on it. While there is a special terra cotta furring block made for the purpose concrete has been found to be superior to anything else as a fire proof coating for steel structures. In reinforced concrete design, law requires that the steel bars shall be imbedded a sufficient depth (as stated) to be protected by the concrete from heat.

A concrete wall is of uniform material from foundation to roof, an artificial rock with no part weaker than the other. The tile wall consists of the blocks and the mortar joint. City codes allow unit stress in bearing on a concrete wall, 1-2-4 mix, of 700 lbs. per square inch. On a section twelve inches by six inches this is equivalent to 50,400 lbs. A unit stress in bearing of 225 lbs. is allowed on vitrified tile walls built up with cement mortar tempered with lime. This stress is allowed only on the net section of the block or the total thickness of the three webs which are usually $\frac{5}{8}$ of an inch thick or the three making a total of $1\frac{7}{8}$ inches. Cities then allow only 5,063 lbs. on a tile wall of the same section. This is no doubt unfair to the possible strength of the tile wall, yet it is a good comparison of the strength of the two walls. Add to this the facts that concrete grows stronger with age while the life of clay products is uncertain.

Consider the reinforcing steel in these walls which alone resists practically all of the lateral stresses. These rods must be completely imbedded so that the concrete can get a grip all around the bar. If it is only partially imbedded then only part of the strength of the bar is used before it begins to slip thru the mortar or concrete and the wall fail by bursting. In concrete these bars are thoroly covered as they are spaced several inches apart and the concrete poured around them. In the tile the rods are placed in the thin mortar joint usually resting against the upper or

lower tile, and this is a pretty small space in curved walls to straighten out a kink. The concrete wall is also reinforced with bars running vertically. This strengthens the wall against high winds and unbalanced loads. This great advantage is not possible in the tile wall. Without bars to resist the stretch in bending the tile wall would break up into horizontal layers at the mortar joints. A thing built of pieces eventually goes to pieces.

It would seem that a hollow tile wall would resist dampness and it has been claimed that grain will not freeze in such walls. But wet grain will freeze as anything else if the temperature becomes sufficiently reduced and no wall will prevent this. Any bin will draw frost if the temperature is higher within than without.

The concrete wall if poured with the usual slip form method is without a joint or seam. The writer knows of but one elevator built of concrete where leaks occur in the walls during driving rain storms yet eight out of ten tile walls leak. This concrete elevator was built by an outlaw at a price. The leaks that occur thru a new tile wall are no doubt due to bad masonry work. This is not surprising as the walls are laid up in the country where experienced masons are hard to get and buttering the thin webs of these tile is a real trick. The source of the leak is hard to find as there are some 12,000 joints in the wall, each a possible leak or putting it differently 12,000 joints to be made leak proof. He must needs be a very careful mason.

Leaks that persistently turn up after the building has been erected for a few years are doubtlessly caused by the following: Unless the mortar used is made only of pure cement and sand it will eventually weather away and disintegrate. The mortar eventually becomes "dead" from the continual expansion and contraction resulting from the crushing load it carries when the bins are full, and expanding again to its original form when the bins are empty. While steel and concrete have the same coefficient of expansion, so that the whole structure comes and goes when subjected to different temperatures, mortar and steel and tile and steel have decidedly different coefficients of expansion. This puts an enormous strain at the joints and no doubt accounts for whole faces of tile blocks broken out at some points. Due to the leaking more than any other reason, tile for building terminal grain tanks and mill storage has gone out of use and concrete is now used entirely.

The designing of grain handling plants is a work that calls for all the technical ability and experience of one who has given extensive study to the needs of business. Elevator contractors who have been long in the business never take the chance of designing and building elevators without the service of a trained engineer. It is notable that such contractors do not build tile elevators.

The usual procedure in the erection of a tile elevator is for the agent of the tile works to get the order for the blocks and bring with him or recommend a machinery man and mason. Neither of these three parties make elevator designing and building their business or profession and often the job in hand is their first. It is little wonder that so many

elevators of this class have proven failures or have cost thousands of dollars more than the owners were originally given to believe they would cost. The triple contract makes responsibility doubtful. Much money has been spent in rebuilding these elevators and covering them with a water-proof coating.

It is easier to make a good looking wall with tile than with concrete because unevenness and cracks are modified by and hidden in the many mortar joints. A concrete wall on the other hand that looks good must be good. Only time can tell what will develop in a tile wall. With proper concrete materials a handsome smooth wall can be built with sliding wood forms. "Beauty is but skin deep" and certainly it is not wise to sacrifice workability and permanency to this whim. Too many select a type of elevator only from outside appearances.

As in any good business, the guide for the selection of an elevator should be that one that will give the greatest value for the dollar at the present time and retain that value over a long period of years.—Younglove Construction Co., Sioux City, Ia.

Coming Conventions.

Every merchant owes some of his time to the upbuilding of the business in which he is engaged. By raising the grain trade to a higher plane, much waste is eliminated, efficiency is increased and profits are made more certain.

May 16. The Panhandle Grain Dealers Ass'n at Amarillo, Tex.

May 18, 19. Oklahoma Grain Dealers Ass'n at Skirvin Hotel, Oklahoma City, Okla.

May 23 and 24. Texas Grain Dealers Ass'n at Galveston, Tex.

May 24, 26. Kansas Grain Dealers Ass'n, at Kansas City, Mo.

June 20, '21. Southern Seedsmen's Ass'n at Memphis, Tenn.

June 20, 21. Wholesale Grass Seed Dealers Ass'n, St. Louis, Mo.

June 22, 23—Ohio Grain Dealers Ass'n at Toledo, O.

June 22, 23, 24. Tri State Country Grain Shippers Ass'n, Minneapolis, Minn.

June 22, 23, 24. American Seed Trade Ass'n, St. Louis, Mo.

Aug. 23, 24. National Hay Ass'n at Chicago, Ill.

Aug. 26. The Michigan Hay & Grain Ass'n at Detroit, Mich.

Oct. 10, 11 and 12. Grain Dealers National Ass'n at Chicago, Ill.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q. 99763 passed thru Elmo, Mo., on May 10 leaking yellow corn badly at the bottom of siding close to the door post. This car was on an extra freight train moving east on the Wabash R. R.—Ed. M. Adkins Grain Co.

C. B. & Q. 102361 was in the yards at Chester, Neb., Apr. 23, in a leaking condition. Car was tagged from Belvidere to Kansas City. Railroad employes were notified.—Brown Lumber Co.

Pa. 535965 going east passed thru Remington, Ind., on Apr. 8, leaking oats badly at the side door.—Farmers Co-op. Co.

M. L. & T. 35231 leaking grain was repaired at Holdrege, Neb., on April 2.—Holdrege Equity Exchange.



C. M. Varney's Tile Elevator at Dickens, Ia., Being Given a Coat of Cement to Keep Out the Water.

Shut Water Out of Tile Elevator with Coating of Cement.

Grain Dealers Journal: I have a fine tile elevator and handy. I had a waterproof coating of cement put on to keep out the water. I think the house does not look as well as it did before the cement was applied. The water got in at the end joint, not at the flat joint of the tile, and only at some end joints, but the leaks were too much for a grain storehouse. However, I now have the water shut out.—C. M. Varney, Dickens, Ia.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Yuma, Colo., May 5.—Prospects are fine for a bumper crop. Most too cold for corn planting. —Yuma Farmers Milling & Mercantile Co., per L. M. Millen.

ILLINOIS.

LeRoy, Ill., May 11.—Oats is poor, but wheat is coming up fine.—S. P. C. Garst.

Kemp, Ill., May 11.—Oats fair, wheat fine. Corn is being planted.—O. J. Moss.

Ashley, Ill., May 3.—Wheat outlook is good. —Ashley Co-operative Elevator Co.

Rose Hill, Ill., Apr. 29.—A large crop has not been put out.—E. J. Flocken & Co.

Ashland, Ill., May 11.—Crops looking fine. Started planting corn.—John Beggs.

Earlville, Ill., May 7.—Ground is nearly ready for corn planting.—Strong & Strong.

Troy Grove, Ill., May 11.—Crops are very good. Corn planting started last week.—W. H. Marks.

Annawan, Ill., Apr. 30.—Crops all that can be desired at this time.—Farmers Grain & Supply Co.

Morton, Ill., May 11.—Oats not very good, corn being planted. Wheat coming up fine.—T. S. McDonald.

LaRose, Ill., May 11.—Crops are dry and need rain. Rain will insure a good crop.—G. T. Stevenson.

Weston, Ill., May 11.—Oats is fair, wheat very good. Corn planting started last week.—C. E. Graves.

Petersburg, Ill., May 11.—Oats is coming along good. Farmers say wheat looks like best crop in years.—B. T. Axford.

Arenzville, Ill., Apr. 30.—Growing crop of oats and wheat looks very promising.—Fred L. Kloker, mgr. Sinclair Schultz Grain Co.

Adair, Ill., May 7.—Corn ground is nearly all ready for planting. Oats have a fair stand and look good. A few scattered fields of corn have been planted.—De Forest Bros.

Rosemond, Ill., Apr. 28.—Wheat looks best I have ever seen it in a good many years; don't believe I ever saw it look better.—F. J. Osmond, mgr. Rosemond Farmers Co-op. Ass'n.

Bishop Hill, Ill., Apr. 30.—Oats are thin; no wheat, rye or barley planted. Ground working up nicely for corn planting; none in yet; too cold.—A. L. Kraus, mgr. Galva Grain Elvtr. Co.

Springfield, Ill., May 5.—Plowing for corn was delayed, but the preparation of the ground is now largely completed. A few fields have been planted in the central counties, and corn is up at Cairo. Winter wheat is in only fair condition in the extreme southern part of the state, but its condition is good to excellent elsewhere. It is yellow in a few places. Spring wheat continues to do well, and pastures and meadows are good to excellent. The condition of oats varies from poor to good; they are thin in places.—Clarence J. Root, meteorologist, U. S. Dept. of Agriculture.

Chicago, Ill., May 7.—Reports from our representatives in the field indicate that cold, wet weather has been prevalent over practically the entire country, which considerably slowed up all crops. In some instances these conditions were severe enough to cause actual damage. In other sections favorable weather will soon wipe out the results of this cold spell. Planting is being delayed on account of wet fields. Corn is under the same handicap as cotton. Tobacco growing states all predict a decrease in acreage. Wheat still generally good. Oats somewhat smaller acreage; condition poor to extra good. Rice acreage in Louisiana considerably reduced.—American Steel & Wire Co.

Aviston, Ill., Apr. 30.—Condition of growing crop excellent, but will soon need warmer weather and less moisture.—Aviston Milling Co.

Bell (Lincoln p. o.), Ill., Apr. 30.—Growing wheat and oats look fair; ground wet; plowing for corn nearly all done.—West Lincoln Farmers Grain Co., Lincoln.

INDIANA.

Beeson (Milton p. o.), Ind., May 2.—Wheat looks good.—Milton Grain Co.

Bloomington, Ind., May 10.—Small grain is looking fine.—Bloomington Mill Co.

Brookville, Ind., Apr. 30.—Growing wheat looks good, altho some was killed by the freeze.—Charles S. Masters.

Evansville, Ind., May 3.—Farmers of Clark county claim that wheat has suffered to some extent by the recent cold weather.—C.

Wheatland, Ind., May 3.—Wheat in White river bottoms is two weeks early. The oats which were flooded recently by the White river are ruined and the farmers are plowing to plant corn.—C.

Jeffersonville, Ind., May 5.—Corn planting in Clark county has started and acreage planted will be as large as last year. Wheat is looking fine and acreage is smaller, altho yield is expected to be larger. Wheat crop not seriously damaged by recent frosts and freezes.—C.

Columbus, Ind., May 2.—Wheat in Bartholomew county is now knee high and the crop appears quite promising. While the wheat acreage is much smaller than last year an increased yield is looked for this year. Farmers say now that a continuance of the wet weather might produce rust in the low fields.—C.

IOWA.

Farson, Ia., May 7.—Wheat and oats are doing well. Meadows and pastures are good.—C. Cowell.

Elberon, Ia., May 5.—Oats and barley are in fine shape and are looking good. Plenty of moisture. Farmers will start planting corn about May 10.—M. L. Bremer, Elberon Farmers Grain & Supply Co.

KANSAS.

Holsington, Kan., May 1.—About 85% of a wheat crop thru here.—L. G. Banelt.

Bison, Kan., May 1.—About 15% of the wheat north of here has been blown out of the ground.—A. G. Humburg.

Hutchinson, Kan., Apr. 30.—Prospects for a big crop never looked better at this time of the year, especially in the panhandle district.—W. H. Wenzholz.

Topeka, Kan., May 4.—The growing wheat at all their stations in Barton and Wabaunsee Counties is in fine condition, and promises an unusually large crop.—United Elevators Co.

Otis, Kan., May 1.—Wheat is thin thru here. It was very dry at the time of the freeze and about 15% of the wheat coming out was killed. There will be plenty of barley this year.—Ben Lebsark.

Healy, Kan., May 4.—Wheat thru here is as good as it has ever been and prospects are better than last year. Barley has been retarded by the late freezes, but is coming out fine now. Farmers are just starting to plant their corn. Some talk of damage to wheat because of the high winds, but I have seen no evidence of this. No indication of insects. Wheat seems to have come thru the winter weather of late in satisfactory condition, altho little growth was made during that time. A few weeks of good weather will show a great improvement, on account of the abundant supply of moisture.—E. C. Gauen.

Winfield, Kan., May 6.—General condition of the growing wheat seems to be a matter of individual opinion. All admit there is plenty of moisture. The wheat has reached a good height and appearances are very favorable. Some who have made an examination of the fields say many fields have large bare spots caused by the freezes or by the winds blowing the seed out of the ground, leaving the stems about 6 inches apart. Other fields are reported in excellent condition and show prospects of large returns. Wheat, for a distance of 50 miles in all directions of Augusta, in Butler County, could be no better. Around Winfield, in Cowley County, the condition is anything but good. The principal complaint is that the wheat is off color and is not stooling properly.—E. C. G.

Baker, Kan., Apr. 30.—The estimate of the state agricultural report on the new crop in Brown county is much too high. It is given as 90%. From observation and information I am able to secure I think 70% is plenty high enough.—Geo. W. Brown, mgr. Farmers Union Elvtr. & Merc. Co.

MICHIGAN.

Ada, Mich., May 1.—Wheat and rye in fine condition.—G. R. Erwin Milling Co.

Lansing, Mich., May 9.—Condition of wheat, rye, hay and pastures is much better than on May 1 last year, and considerably above the average. Favorable weather has improved these crops during April. The acreage of wheat that will be abandoned amounts to only one per cent of the total, leaving 831,000 acres to be harvested, or about 94 per cent of that harvested last year. The winter and spring being warm and otherwise favorable, the loss of acreage was probably the least it has been for many years. The condition is 92 per cent, compared with 90 per cent last month, 80 per cent last year, and 82 per cent the ten-year average. The rapid growth made during the month greatly lessens the prospect of fly damage.—Verne Church, Agri. Statistician.

MINNESOTA.

Glencoe, Minn., May 8.—Crop looks good so far. Flax and wheat acreage is less. Glencoe Farmers Elevator, L. S. & Prod. Co.

Minneapolis, Minn., May 4.—Northwest crop prospects at present are favorable and above the average for this time of year. There are exceptions, such as some districts in Central Montana, which are in need of moisture. During the past week the weather has been quite cold. This has held back the top growth of the grain, but should develop strong roots. In the northern sections of North Dakota and Montana from 20 to 40% of the wheat remains to be seeded, as the season there is considerably behind the southern territory. Barley and oats in the southern half of the territory are above ground and show a very good condition. These crops are earlier than last year, when at this time only about 70% had been seeded. In the western and northern districts where feed has been scarce, farmers contemplate additional corn and oats, and there has been a good demand recently for seed. Rye has made but little progress the past week due to cold weather, but its general condition is satisfactory.—Van Dusen Harrington Co.

MISSOURI.

Silex, Mo., Apr. 28.—The growing crops look fine.—E. H. Sandbothe.

Silex, Mo., Apr. 28.—Wheat and oats look fine.—E. H. Sandbothe.

Hannibal, Mo., Apr. 28.—Lots of straw and wheat too rank.—J. M. Richard.

Elmo, Mo., May 10.—Our wheat is excellent. Oats are fair.—Ed. M. Adkins Grain Co., by Mark.

Benton City, Mo., Apr. 30.—Small grain prospects good; planting will be late.—Johnson & Romans.

Wentzville, Mo., Apr. 28.—Wheat good. Oats about 20% above normal acreage.—C. R. Karrenbrock.

Wentzville, Mo., Apr. 28.—Wheat looks good and is going to be an enormous crop.—C. R. Karrenbrock.

Silex, Mo., Apr. 28.—Finest prospect for wheat in years. Late for corn and none planted yet.—John J. Dwyer.

Hermann, Mo., Apr. 28.—Oats look good. The freeze nipped wheat, and early May will have to send out new sprouts.—F. W. Eggers.

Stover, Mo., Apr. 28.—Wheat looking good, altho not as many acres planted this year.—H. F. Bauer, Stover Mfg. & Elvtr. Co.

Mexico, Mo., Apr. 28.—Good prospect for a bumper crop. Freeze hurt wheat a little but not seriously.—Wm. Pollock of the William Pollock Mill & Elvtr. Co.

MONTANA.

Helena, Mont., May 6.—The growing season in Montana is opening with good prospects and we are looking for good crops in all lines. In some sections there is a slight deficiency of moisture, but generally the condition is good. Seeding is progressing rapidly and farm labor is plentiful.—L. M. Rheem, sec'y, George S. Rheem Co.

NEBRASKA.

Ames, Neb., Apr. 30.—Condition of winter wheat 90%, oats 70% and hay 90%.—Farmers Co-op. Educational Ass'n.

Richland, Neb., May 9.—Weather is too wet. Corn is rotting in the ground.—Farmers Union Co-op. Ass'n, H. W. Marble.

Eustis, Neb., May 2.—Condition of wheat is about 100%. Oats are making but little growth on account of the cool weather. Corn planting will begin in a few days.—C. B. Seldomridge, per W.

Louisville, Neb., May 10.—Growing crop looks fine but we are having lots of rain at present. Wheat looks good on the good land and poor on the poor land.—John Ingram, agt. Duff Elevator Co.

NEW MEXICO.

Roswell, N. M., Apr. 30.—Crops in the Pecos Valley excellent.—Roswell Milling Co.

OHIO.

New Carlisle, O., Apr. 30.—We have had entirely too much rain thru here. Wheat is getting rusty. Corn ground is not one third plowed, yet the planting time is at hand. It will take a lot of work to get the ground all

[Continued on page 773.]

Government Crop Report.

Washington, D. C., May 9.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from reports of its correspondents and agents:

Details for winter wheat states follow:

State.	Acreage donated.	*Acreage re- maining to be har- vested.	Condition		Pct.	Pct.	*Bus.	*Bus.
			1921.	1920.				
N. Y.	2.0	430	94	94	94	94	9,580	10,258
N. J.	1.8	99	96	80	96	80	2,043	1,520
Penn.	1.0	1,447	95	85	95	85	27,768	24,900
Del.	2.5	116	92	85	92	85	1,921	2,040
Md.	2.0	652	90	84	90	84	10,856	11,390
Va.	2.2	875	86	83	86	83	10,535	11,425
W. Va.	1.5	314	92	80	92	80	4,391	4,250
N. Car.	2.0	659	85	88	85	88	6,441	8,471
S. Car.	2.5	168	84	85	84	85	1,835	1,760
Ga.	3.5	235	85	88	85	88	2,437	2,110
Ohio	2.0	2,208	91	68	91	68	41,190	28,308
Ind.	3.0	1,894	90	65	90	65	32,899	23,400
Ill.	2.3	2,413	94	69	94	69	46,952	35,720
Mich.	2.5	818	92	80	92	80	15,804	13,795
Wis.	10.0	77	86	90	86	90	1,609	2,002
Minn.	7.0	72	90	83	90	83	1,361	1,176
Iowa	1.0	422	95	85	95	85	9,421	8,491
Mo.	2.0	2,764	91	75	91	75	42,256	32,500
S. Dak.	7.5	61	87	86	87	86	971	812
Neb.	2.0	3,235	92	88	92	88	56,548	58,029
Kan.	8.0	9,516	84	80	84	80	135,888	136,844
Ky.	3.5	603	93	71	93	71	7,851	5,610
Tenn.	2.0	461	91	73	91	73	5,243	4,028
Ala.	5.0	52	87	81	87	81	566	653
Miss.	20.0	6	88	80	88	80	94	100
Tex.	4.0	1,761	72	73	72	73	21,428	15,925
Okla.	4.0	2,976	84	77	84	77	37,498	46,240
Ark.	4.0	127	86	83	86	83	1,398	1,197
Mont.	15.0	248	83	85	83	85	4,117	3,900
Wyo.	8.0	61	92	95	92	95	1,291	1,380
Colo.	8.0	846	90	85	90	85	15,959	17,195
N. Mex.	10.0	256	87	80	87	80	4,009	4,275
Ariz.	10.0	42	80	94	80	94	1,008	864
Utah	4.0	137	98	97	98	97	2,551	2,340
Nev.	8.0	3	92	95	92	95	70	75
Idaho	3.0	367	97	92	97	92	8,900	8,000
Wash.	2.0	1,085	99	78	99	78	29,647	20,120
Ore.	1.0	710	99	90	99	90	16,518	17,560
Calif.	28.0	505	80	80	80	80	8,403	9,100
U. S.	4.6	38,721	88.8	79.1	88.8	79.1	629,287	577,763

*Three 000 omitted.

Daily Closing Prices.

The daily closing prices of wheat, corn and oats for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.

	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.	May 10.	May 11.
Chicago	105 1/2	105 1/2	104 3/4	105 1/4	107	108	109	112	109 1/2	114 1/4	117	113 1/2	113 1/4	113	116 1/2	116 1/2	116 1/2
Minneapolis	110	111 1/2	111 1/4	112	114 1/4	114 1/2	115 1/2	118 1/2	116	121 1/2	123 1/2	120 1/2	119 1/2	119	122 1/2	122 1/2	122 1/2
St. Louis	104	105 1/4	104 1/4	104	106 1/4	106 1/2	107 1/2	111 1/4	108	113 1/2	116	113	112 1/2	112 1/2	115 1/2	115 1/2	115 1/2
Kansas City	97 1/2	99	98 3/4	97 1/2	99 3/4	100 1/2	102	106	102 1/2	108 1/2	111 1/2	107 1/2	106 1/2	106 1/2	109 1/2	109 1/2	109 1/2
Milwaukee	105	105 1/4	105	105	107 1/4	107 1/2	109	112 1/2	109 1/2	114 1/2	116 1/2	113 1/2	113 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Winnipeg	135 1/2	134 1/2	135 1/2	136 1/2	139	139 1/2	143	147 1/2	142 1/2	146 1/2	147 1/2	144 1/2	144 1/2	143 1/2	146 1/2	146 1/2	146 1/2
Duluth	119	119	119 1/2	118 1/2	120 1/2	120 1/2	121	124 1/2	122 1/2	129	131	128	127	127	131	131	131

JULY OATS.

	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.	May 10.	May 11.
Chicago	38	38 1/2	37 3/4	37 3/4	37 1/4	38	37 1/2	38 1/2	37 1/2	38 1/2	39 1/2	38 1/2	38 1/2	38 1/2	39 1/2	39 1/2	39 1/2
Kansas City	38	38 1/2	37 3/4	37 3/4	37 1/4	38	37 1/2	38 1/2	37 1/2	38 1/2	39 1/2	38 1/2	38 1/2	38 1/2	39 1/2	39 1/2	39 1/2
St. Louis	39 1/4	38 3/4	39 1/2	39	38 1/4	39	38 3/4	39 1/4	38 1/4	39 1/2	40	39 3/4	39 3/4	39 3/4	40 1/2	40 1/2	40 1/2
Minneapolis	33 3/4	33 1/2	33 1/2	32 3/4	32 1/2	33 1/2	33 1/2	33 1/2	33 1/2	34	34 1/2	33 3/4	33 3/4	33 3/4	35	35	35
Milwaukee	38	38 1/2	37 3/4	37 1/2	37 3/4	37 3/4	37 3/4	38 1/4	37 1/4	38 1/2	39	38 1/2	38 1/2	38 1/2	39 1/2	39 1/2	39 1/2
Winnipeg	43	43	43 1/2	42 1/2	42 1/2	42 1/2	43 1/2	43 1/2	42 1/2	43 1/2	43 1/2	42 1/2	42 1/2	43 1/2	45 1/2	45 1/2	45 1/2

JULY CORN.

	Apr. 25.	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 4.	May 5.	May 6.	May 7.	May 8.	May 9.	May 10.	May 11.
Chicago	61 1/4	62 1/4	61 1/4	60 3/4	60 1/4	60 3/4	62	63	61 1/4	62 1/2	63	61 1/2	62 1/4	62 3/4	63 1/2	63 1/2	63 1/2
Kansas City	55 1/2	54 3/4	55	54 1/2	53 3/4	53 3/4	54 1/2	55 1/2	54 1/2	55 1/2	56	54 1/2	55 1/2	55 1/2	56 1/2	56 1/2	56 1/2
St. Louis	60 1/2	61 1/2	60 1/2	59 1/2	59	59 1/2	60 1/2	61 1/2	59 3/4	61 1/4	61 1/2	60 3/4	60 3/4	61 1/2	62 1/2	62 1/2	62 1/2
Milwaukee	61 1/2	62 1/4	61 1/2	60 3/4	60 1/4	60 3/4	62	63 1/2	61 1/2	62 1/2	63 1/2	61 1/2	62 1/4	62 3/4	63 1/2	63 1/2	63 1/2

On May 1 the area of winter wheat to be harvested was about 38,721,000 acres, or 1,884,000 acres (4.6 per cent) less than the acreage planted last autumn and 948,000 acres (2.5 per cent) more than the acreage harvested last year, viz.: 37,773,000 acres. The 10-year average per cent of abandonment of planted acreage is 11.0.

The average condition of winter wheat on May 1 was 88.8, compared with 91.0 on April 1, 79.1 on May 1, 1920, and 86.8, the average for the past ten years on May 1. A condition of 88.8 per cent on May 1 is indicative of a yield per acre of approximately 16.3 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 16.3 bushels per acre would produce 629,287,000 bushels or 8.9 per cent more than in 1920, 13.7 per cent less than in 1919, and 11.4 per cent more than in 1918.

The average condition of rye on May 1 was 92.5, compared with 90.3 on April 1, 85.1 on May 1, 1920, and 89.9 the average for the past ten years on May 1. The condition on May 1 forecasts a production of about 72,007,000 bus., compared with 69,318,000, last year's final estimate, and 88,909,000 the 1919 final estimate.

Of spring plowing 77.8 per cent was completed up to May 1, compared with 60.1 per cent on May 1, 1920, and a ten-year average on May 1 of 69.3.

Of spring planting 63.5 per cent was completed up to May 1, compared with 50.2 per cent on May 1, 1920, and a ten-year average on May 1 of 57.5.

Commercial Distribution of Grain?" by C. E. Huff, Oronoque, Kans.

WEDNESDAY AFTERNOON.

"Practical and Simple Methods of Care of Scales and Grain Weighing Devices," by T. E. Brentnall, General Scale Inspector, U. P. R. R. Co., Denver.

"The Capper Bill," by George T. McDermott, Topeka, Kans.

Address: [To be announced later.]

THURSDAY MORNING.

"The Co-operative Marketing and Bureau of Markets," by B. E. Clement, Pres., National Grain Dealers Ass'n, Waco, Tex.

"The Liability Clause in Railroad Leases: Rental Charge for Elevator Sites," by W. K. Vandiver, Transportation Commissioner, Grain Dealers National Ass'n, Toledo, O.

"Expense Operating Country Elevators," by J. D. Mead, Ft. Scott, Kans.

THURSDAY AFTERNOON.

Sec'y's Financial Report.

Report of Auditing Com'te.

Report of Arbitration Com'te.

Report of Resolutions Com'te.

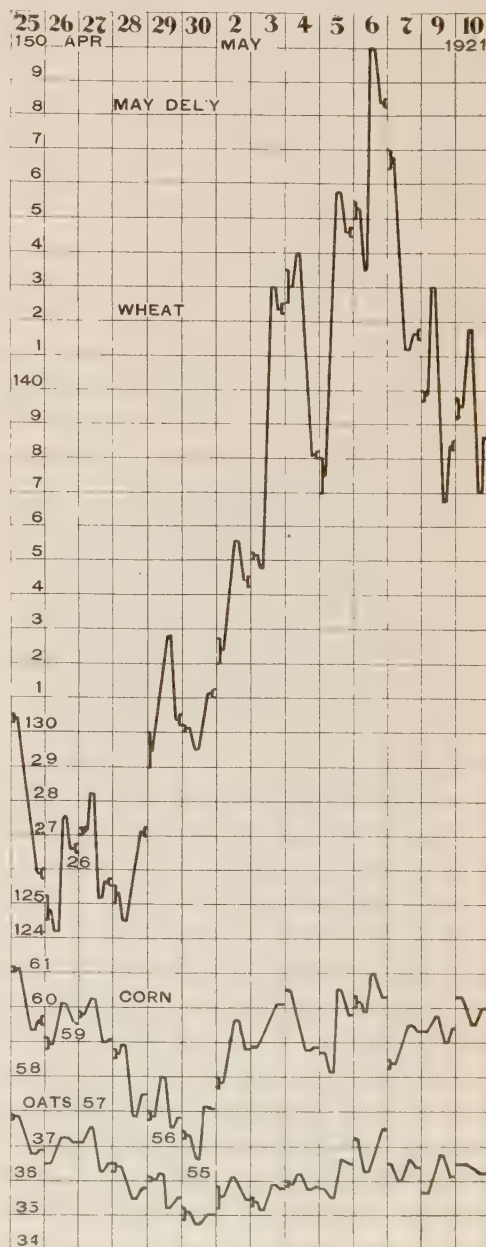
Election of Officers.

New Business.

Adjournment.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for the May delivery at Chicago for two weeks past are given on the chart here-with.



The Future Trading Act

In the House of Representatives, May 3, 1921, Mr. Tinchler introduced the following bill; which was referred to the Committee on Agriculture:

A bill taxing contracts for the sale of grain for future delivery, and options for such contracts, and providing for the regulation of boards of trade, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act shall be known by the short title of "The Future Trading Act."

Sec. 2. That for the purposes of this Act "contract of sale" shall be held to include sales, agreements of sale, and agreements to sell. That the word "person" shall be construed to import the plural or singular and shall include individuals, associations, partnerships, corporations and trusts. That the word "grain" shall be construed to mean wheat, corn, oats, barley, rye and sorghum. The words "board of trade" shall be held to include and mean any exchange or association, whether incorporated or unincorporated, of persons who shall be engaged in the business of buying or selling grain or receiving the same for sale on consignment. The act, omission, or failure of any official, agent, or other person acting for any individual, association, partnership, corporation, or trust within the scope of his employment or office shall be deemed the act, omission, or failure of such individual, association, partnership, corporation, or trust, as well as of such official, agent, or other person.

Sec. 3. That in addition to the taxes now imposed by law there is hereby levied a tax of 20 cents a bushel on every bushel involved in such transactions, upon each and every privilege or option for a contract either of purchase or sale of grain, intending hereby to tax the transactions known to the trade as "privileges," "bids," "offers," "puts and calls," "indemnities," or "ups and downs."

Sec. 4. That in addition to the taxes now imposed by law there is hereby levied a tax of 20 cents a bushel on every bushel involved therein, upon each contract of sale of grain for future delivery made at, on, or in an exchange, board of trade, or similar institution or place of business, except—

(a) Where the seller is at the time of the making of such contract the owner of the actual physical property covered thereby, or is the grower thereof, or in case either party to the contract is the owner or renter of land on which the same is to be grown, or is an association of such owners, or growers of grain, or of such owners or renters of land; or

(b) Where such contracts are made by or through a member of a board of trade which has been designated by the Secretary of Agriculture as a "contract market," as hereinafter provided, and if such contract is evidenced by a memorandum in writing which shows the date, the parties to such contract and their addresses, the property covered and its price, and the terms of delivery, and provided that each board member shall keep for a period of three years from the date thereof and for such longer period as the Secretary of Agriculture may direct, a permanent record of such contract for future delivery.

Sec. 5. That the Secretary of Agriculture is hereby authorized and directed to designate boards of trade as "contract markets" when, and only when, such boards of trade comply with the following conditions and requirements:

(a) When located at a terminal market upon which cash grain is sold in sufficient volumes and under such conditions as fairly to reflect the general value of the grain and the difference in value between the various grades of grain.

(b) When the government thereof provides for the making and filing of a record and reports, in accordance with the rules and regulations and in such manner and form as may be prescribed by the Secretary of Agriculture, showing the details and terms of all transactions entered into by the board or the members thereof, either in cash grain or for future delivery, and which record shall at all times be open to the inspection of any representative of the United States Department of Agriculture and United States Department of Justice, and such records shall be in permanent form and shall show the parties to all such contracts, any assignments or transfers of such contract, the parties to and terms of such assignments, and the manner in which said contract is fulfilled, discharged, or terminated.

(c) When the government thereof prevents the dissemination, by the board or any member thereof, of fake, misleading or inaccurate reports concerning crop or market information or conditions that affect or tend to affect the price of commodities.

(d) When the government thereof provides for the prevention of the manipulation of prices by the dealers or operators upon such board, including a reasonable limitation upon the total quantity of grain of the same kind covered by

contracts unfulfilled or unsettled at any one time by or on behalf of the same person commonly called "open trades" in speculative transactions.

(e) When the government thereof admits to membership thereof and all privileges thereon on such boards of trade lawfully formed and conducted co-operative associations of producers having adequate financial responsibility.

Sec. 6. That any board of trade desiring to be designated a "contract market" shall make application to the Secretary of Agriculture for such designation and accompany the same with a showing that it complies with the above conditions, and with a sufficient assurance that it will continue to comply with the above requirements. The Secretary of Agriculture is authorized to suspend for a period not to exceed six months or to revoke the designation of any board of trade as a "contract market" upon a showing that such board of trade has failed or is failing to comply with the above requirements or is not enforcing its rules of government made a condition of its designation as set forth in section 5. Such suspension or revocation shall only be after a notice to the officers of the board of trade affected and upon a hearing.

Provided, That such suspension or revocation shall be final and conclusive unless within fifteen days after such suspension or revocation by the Secretary of Agriculture such board of trade appeals to the circuit court of appeals for the circuit in which it has its principal place of business by filing with the clerk of such court a written petition praying that the order of the Secretary of Agriculture be set aside or modified in the manner stated in the petition, together with a bond in such sum as the court may determine, conditioned that such board of trade will pay the costs of the proceedings if the court so directs.

The clerk of the court in which such a petition is filed shall immediately cause a copy thereof to be delivered to the Secretary of Agriculture, and the Secretary of Agriculture shall forthwith prepare, certify and file in the court a full and accurate transcript of the record in such proceedings, including the notice to the board of trade, a copy of the charges, the evidence, and the report and order. The testimony and evidence taken or submitted before the Secretary of Agriculture duly certified and filed as aforesaid as a part of the record, shall be considered by the court as the evidence in the case. The proceedings in such cases in the circuit court of appeals shall be made a preferred cause and shall be expedited in every way. Such a court may affirm or set aside the order of the commission or may direct the Secretary of Agriculture to modify his order.

No such order of the Secretary of Agriculture shall be modified or set aside by the circuit court of appeals unless it is shown by the board of trade that the order is unsupported by the weight of the evidence or was issued without due notice and a reasonable opportunity having been afforded to such board of trade for a hearing, or infringes the Constitution of the United States, or is beyond the jurisdiction of the Secretary of Agriculture.

Sec. 7. That the tax provided for herein shall be paid by the seller, and such tax shall be collected either by the affixing of stamps or by such other method as may have been prescribed by the Secretary of the Treasury by regulations, and such regulations shall be published at such times and in such manner as shall be determined by the Secretary of the Treasury.

Sec. 8. That the Secretary of Agriculture may make such investigations as he may deem necessary to ascertain the facts regarding the operations of future exchanges and may publish from time to time, in his discretion, the results of such investigation and such parts of reports made to him under this Act, and such statistical information gathered therefrom, as he may deem of interest to the public.

Sec. 9. That any person who shall fail to evidence any such contract by a memorandum in writing, or to keep the record, or make a report, or who shall fail to pay the tax, all as provided in sections 4 and 5 hereof, shall pay in addition to the tax a penalty equal to 50 per centum of the tax levied against him under this Act and shall be guilty of a misdemeanor, and upon conviction thereof, be fined not more than \$10,000 or imprisoned for not more than one year, or both, together with the costs of prosecution.

Sec. 10. That if any provision of this Act or the application thereof to any person or circumstances is held invalid, the validity of the remainder of the Act and of the application of such provision to other persons and circumstances shall not be affected thereby.

Sec. 11. That no fine, imprisonment, or other penalty shall be enforced for any violation of this Act occurring within sixty days after its passage.

Sec. 12. The Secretary of Agriculture may co-operate with any department or agency of the Government, any State, Territory, District or possession, or department, agency or political

subdivision thereof, or any person; and shall have the power to appoint, remove, and fix the compensation of such officers and employees, not in conflict with existing law, and make such expenditures for rent outside the District of Columbia, printing, telegrams, telephones, law books, books of reference, periodicals, furniture, stationery, office equipment, travel, and other supplies and expenses as shall be necessary to the administration of this Act in the District of Columbia and elsewhere, and there is hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, such sums as may be necessary for such purposes.

SOUTH DAKOTA.

Belvidere, S. D., May 7.—All wheat shipped from this section.—Hanskin & Co.

TENNESSEE.

Beans Creek, Tenn., May 7.—Very little grain is moving.—J. C. Binden.

Chattanooga, Tenn., May 2.—Not over 10,000 bus. of wheat and over 20,000 bus. of corn in the entire city. The market is glutted with hay with several cars of consigned hay on track unsold.—C. E. Server, Chattanooga Grain & Hay Exchange.

Corn Movement in April.

Receipts and shipments of corn at the various markets during April, compared with April, 1920, were as follows:

	Receipts		Shipments	
	1921.	1920.	1921.	1920.
Baltimore	850,750	625,300	2,837,760	78,850
Chicago	4,863,000	2,264,900	6,469,000	739,000
Cincinnati	379,000	386,000	200,000	219,600
Duluth	187,700	.....	897,100	.....
Ft. William	3,000	.....	3,000	.....
Indianapolis	842,800	1,080,000	646,800	777,000
Kansas City	638,700	550,000	651,200	331,200
Milwaukee	708,100	722,800	1,530,230	783,803
Minneapolis	467,000	546,130	537,450	398,500
New Orleans .....	.....	.....	1,063,500	121,700
New York	281,400	.....	1,227,000	.....
Omaha	1,139,600	2,150,400	1,759,800	1,983,800
Peoria	649,250	937,300	491,750	442,400
Philadelphia	432,300	219,000	1,098,740	8,571
St. Louis	1,365,000	1,837,000	1,229,200	739,700
*San Francisco	661	1,895	.....	.....
St. Joseph	409,500	672,000	492,000	345,000
Toledo	210,000	133,750	52,064	67,000
Wichita	25,000	45,000	10,000	39,000

*Tons.

Wheat Movement in April.

Receipts and shipments of wheat at the various markets during April, compared with April, 1920, were as follows:

	Receipts		Shipments	
	1921.	1920.	1921.	1920.
Baltimore	1,451,440	848,260	1,690,967	494,645
Chicago	1,311,000	769,000	1,639,000	1,080,000
Cincinnati	266,400	139,200	211,200	193,200
Duluth	2,767,000	1,907,000	3,302,440	1,059,250
Ft. William	3,739,740	4,234,335	9,024,540	4,493,460
Galveston .....	.....	.....	5,666,248	1,326,874
Indianapolis	266,700	83,200	128,700	58,500
Kansas City	6,863,400	2,235,600	6,318,000	2,354,000
Milwaukee	149,850	134,300	143,191	299,937
Minneapolis	7,329,690	5,781,950	4,632,000	3,377,810
New Orleans .....	.....	.....	7,009,250	296,273
New York	2,210,300	.....	1,953,000	.....
Omaha	1,764,000	996,000	2,008,000	1,028,400
Peoria	71,123	370,800	48,000	290,400
Philadelphia	1,897,391	1,146,618	1,542,860	929,397
St. Louis	3,262,437	774,994	2,779,515	460,700
*San Francisco	1,345	2,982	.....	.....
St. Joseph	904,500	387,000	568,500	186,000
Toledo	263,200	254,100	116,440	134,900
Wichita	1,400,000	1,006,000	750,000	670,000
Winnipeg	5,626,250	.....	.....	.....

*Tons.

Oats Movement in April.

Receipts and shipments of oats at the various markets during April, compared with April, 1920, were as follows:

	Receipts		Shipments	
	1921.	1920.	1921.	1920.
Baltimore	255,750	339,080	141,000	755,780
Chicago	4,269,000	2,691,000	5,192,000	1,740,000
Cincinnati	508,000	638,000	294,000	220,000
Duluth	190,345	76,340	8,169	89,544
Ft. William	6,059,758	2,331,759	4,826,737	1,378,030
Indianapolis	1,034,000	1,104,000	1,220,000	898,000
Kansas City	181,900	188,700	394,500	178,500
Milwaukee	446,625	1,431,900	710,395	1,106,802
Minneapolis	574,250	1,027,600	1,067,540	1,516,680
New Orleans .....	.....	.....	53,360	107,020
New York	704,000	.....	75,000	.....
Omaha	312,000	1,196,300	378,000	1,174,000
Peoria	578,350	809,300	435,600	735,300
Philadelphia	140,150	79,582	.....	.....
St. Louis	1,518,000	1,804,000	1,319,930	1,112,000
*San Francisco	578	465	.....	.....
St. Joseph	36,000	230,000	75,000	78,000
Toledo	440,750	194,750	192,200	62,430
Wichita	5,000	15,000	5,000	12,000
Winnipeg	7,714,000	.....	.....	.....

*Tons.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Rose Hill, Apr. 29.—No old wheat remains here.—E. J. Flocken & Co.

Ashley, Ill., May 3.—Movement of wheat is slow.—Ashley Co-operative Elevator Co.

Kemp, Ill., May 11.—Believe that business is loosening up, some grain moving.—O. J. Moss.

Earlville, Ill., May 7.—Plenty of oats and corn remains in the farmers' hands.—Strong & Strong.

Annawan, Ill., Apr. 30.—Grain movement at a standstill here.—Farmers' Grain & Supply Co.

Odell, Ill., May 11.—Seventy-five per cent of corn is being held back. Do not know when it will start to move.—L. R. Jeter.

Aviston, Ill., Apr. 30.—About 5% of old wheat still in farmers' hands; old crop of corn and oats all gone.—Aviston Milling Co.

Bishop Hill, Ill., Apr. 30.—Grain business about dead; everybody holding off for better prices.—A. L. Kraus, mgr. Galva Grain Elvtr. Co.

Adair, Ill., May 7.—A big share of the old corn is in the country as well as some oats. Most of the wheat has been shipped.—De Forest Bros.

Rosemond, Ill., Apr. 28.—Not more than 2 cars of old wheat around here. No corn moving.—F. J. Osborn, mgr. Rosemond Farmers Co-op. Ass'n.

Bell (Lincoln p. o.), Ill., Apr. 30.—Nothing moving except oats and a very little wheat. Farmers sitting tight on corn.—West Lincoln Farmers Grain Co.

INDIANA.

Bloomington, Ind., May 10.—Not much wheat is left in the farmers' hands.—Bloomington Mill Co.

Glencoe, Minn., May 8.—Not much grain is moving.—Glencoe Farmers' Elevator, L. S. & Prod. Co.

Brookville, Ind., Apr. 30.—Movement of the grain from the farmers is very light.—Charles S. Masters.

Beeson (Milton p. o.), Ind. May 2.—Some grain moving but not much corn at present prices.—Milton Grain Co.

Red Wing, Kans., May 5.—About 20% of the wheat remains in the farmers' hands. Receipts are light.—Ashley Co-op. Elevator Co.

IOWA.

Galva, Ia., Apr. 30.—Everything quiet around here.—F. W. Scott, mgr. Galva Union Elvtr. Co.

New Sharon, Ia., May 5.—Plenty of grain is back but hear no comments on when it will move.—Henry McVeigh.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1920.	1919.	1920.	1919.	1920.	1919.
Jan. 1....	9,509	5,161	144	46	34	394
Jan. 8....	9,429	4,854	504	62	249	306
Jan. 15....	6,457	3,650	264	106	185	155
Jan. 22....	4,782	1,980	1,029	188	139	380
Jan. 29....	6,257	1,992	1,130	84	237	731
Feb. 5....	8,814	1,374	1,476	234	195	643
Feb. 12....	5,131	2,018	1,240	207	150	926
Feb. 19....	4,776	1,932	1,155	133	312	125
Feb. 26....	3,968	867	1,518	145	125	282
Mar. 5....	5,469	3,224	3,153	368	209	269
Mar. 12....	4,390	2,107	2,182	50	68	488
Mar. 19....	4,847	1,644	2,720	43	289	163
Mar. 26....	2,750	2,613	3,299	154	62	385
Apr. 2....	5,437	2,329	1,844	37	262	1,048
Apr. 9....	4,879	1,616	1,362	116	112	873
Apr. 16....	4,795	2,306	1,919	106	264	561
Apr. 23....	3,764	1,242	1,039	149	616	154
Apr. 30....	3,879	1,127	2,696	98	533	108
May 7....	8,190	1,514	2,038	36	916	39
Total since						
July 1....	308,218	153,141	30,599	3,192	6,422	34,335

Farson, Ia., May 7.—Farmers are holding their grain but I think there will be a full movement in a short time.—C. Cowell.

KANSAS.

Baker Kan., Apr. 30.—Farmers who have old wheat are sticking to it.—Geo. W. Brown, mgr. Farmers Union Elvtr. & Merc. Co.

MICHIGAN.

Ada, Mich., May 1.—Grain movement very light.—G. R. Erwin Milling Co.

Sanford, Mich., Apr. 29.—We figure there are about half of the beans in this section still in farmers' hands.—Sanford Elvtr. Co.

MINNESOTA.

Minneapolis, Minn., May 5.—Farmers as a rule are inclined to hold back their old grain instead of selling at present prices.—Van Dusen Harrington Co.

Kensington, Minn., Apr. 25.—Quite a lot of last year's wheat still in farmer's hands. They are taking heavy losses on all grain they did not sell last fall and are still holding for better prices which I don't believe they will ever get.—G. A. Melges, sec'y-treas-mgr., Four County Mill Co-op. Ass'n.

MISSOURI.

Alma, Mo., Apr. 28.—Nothing moving.—W. D. Bastian.

St. Peters, Mo., Apr. 28.—Not much wheat moving.—E. Marheineke, mgr. Farmers Grain Co.

Silex, Mo., Apr. 28.—Farmers holding back 20 per cent of last year's crop. Some have 2 years' on hand.—John J. Dwyer.

Farmington, Mo., Apr. 29.—No grain shipped from here; do not raise enuf for our own use, especially corn and oats.—Farmington Milling Co.

Elmo, Mo., May 10.—Sixty per cent of the old corn is in the farmers' hands and they refuse to sell at the prevailing prices. Old wheat is pretty well in and not over 5% remains in the growers' hands.—Ed. M. Adkins Grain Co.

Silex, Mo., Apr. 28.—Most of the corn and oats in this section have been marketed. A large percentage of the wheat still remains on farms. We could not estimate the amount. It probably will not be marketed now until sometime in May when the farmer completes his spring work.—E. H. Sandbothe.

Barley Movement in April.

Receipts and shipments of barley at the various markets during April, compared with April, 1920, were as follows:

	Receipts—		Shipments—	
	1921.	1920.	1921.	1920.
Baltimore ...	82,000	2,800	96,001	52,750
Chicago	595,000	527,000	329,000	286,000
Cincinnati ...	1,300	1,300	.....	.....
Duluth	97,000	70,000	26,500	90,000
Ft. William...1,022,500	654,437	1,395,135	686,425	.....
Kansas City..	61,500	115,500	97,500	65,000
Milwaukee ...	663,500	615,400	647,805	137,220
Minneapolis..	602,820	744,680	858,280	950,290
New Orleans..	.....	.....	26,256	205,333
New York.....	534,100	.....	291,000	.....
Omaha	41,400	41,400	48,600	30,600
Peoria	19,600	37,800	29,400	40,600
Philadelphia..	.....	1,373	.....	.....
St. Louis.....	35,200	28,800	5,430	29,170
San Francisco	6,107	2,129	.....	.....
St. Joseph....	26,250	.....	1,750	.....
Toledo	2,600	2,400	.....	.....
Wichita .....	.....	14,000	.....	14,000
Winnipeg	924,000	.....	.....	.....

*Tons.

Rye Movement in April.

Receipts and shipments of rye at the various markets during April, compared with April, 1920, were as follows:

	Receipts—		Shipments—	
	1921.	1920.	1921.	1920.
Baltimore ...	1,366,000	1,865,500	1,956,100	1,769,700
Chicago	123,000	222,000	131,000	951,000
Cincinnati ...	21,600	2,400	27,600	2,400
Duluth	765,000	1,091,483	779,775	5,944,540
Ft. William...1,01,672	98,456	142,300	290,300	.....
Galveston .....	.....	.....	211,500	.....
Indianapolis..	36,400	21,000	28,400	16,800
Kansas City..	25,300	28,600	14,300	63,800
Milwaukee ...	209,850	278,000	165,168	464,865
Minneapolis..	202,300	805,370	246,810	984,920
New Orleans..	.....	.....	165,174	.....
New York.....	137,200	.....	251,000	.....
Omaha	44,000	155,100	57,200	268,400
Peoria	21,876	78,000	18,000	94,800
Philadelphia..	82,498	441,004	.....	481,137
St. Louis.....	6,900	9,900	5,220	15,730
Toledo	63,600	19,200	69,710	30,645
Wichita .....	.....	10,000	.....	10,000
Winnipeg	122,500	.....	.....	.....

MONTANA.

Roundup, Mont., May 7.—Crop prospects here so far are good but we need rain.—Roundup Elevator Co.

NEBRASKA.

Eustis, Neb., May 2.—Farmers are marketing their wheat.—C. B. Seldomridge.

Ames, Neb., Apr. 30.—No grain moving from farms.—Farmers Co-op. Educational Ass'n.

Comstock, Neb., May 9.—Very little wheat is coming in. No corn to speak of is being sold.—Farmers' Elev. Co.

Richland, Neb., May 9.—Movement of grain is very light. Only a small per cent left.—H. W. Marble, Farmers' Union Co-op. Ass'n.

OKLAHOMA.

El Reno, Okla., May 5.—What little wheat is left in this vicinity will very likely be marketed within the next 30 days.—Farmers' Mill & Grain Co.

[Continued on facing page.]

Denver Dealer Dead

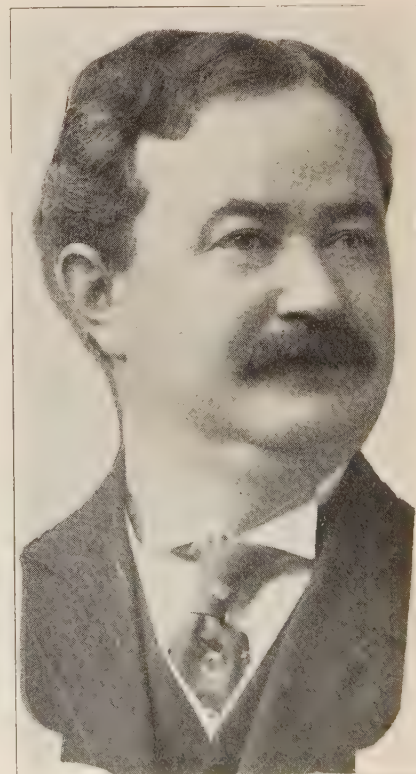
James A. McSwigan died at a hospital at St. Louis, Mo., May 2 from dilation of the heart. He was one of the best known grain dealers in Colorado, and was vice pres. of the Denver Grain Exchange Ass'n and manager of the Rocky Mountain Grain Co.

The death of Mr. McSwigan was a profound shock to his many friends in Denver and will be felt keenly at the Exchange. Mr. McSwigan was one of the incorporators of the Exchange and thru the years of its existence and progress he was devoted to its upbuilding. He was the first president and was on the board of directors continuously since its inception.

His experience and untiring efforts have served many times to strike the happy medium and bring together differential opinions and through his "ever ready" to listen attitude he became a much sought after man, as counselor, advisor and mediator.

The grain trade as a whole have lost much in his death as he was widely known all over the country and men of his character are not easily forgotten and not easily replaced. He was of a sunny disposition, kind, genial, honest, God fearing and delighted in the happiness of his family.

Funeral services were held May 7, at the Immaculate Conception Cathedral where hundreds of his friends paid their last respects.



Jas. A. McSwigan, Denver, Colo., Deceased.

What to Avoid in Mixing Concrete.

Laboratory studies have brought out two important facts regarding sands. One of these is the great importance of being sure that the material is clean, not only in appearance but in fact. Very often sand which appears to the eye to be clean, contains enough humus or vegetable matter to reduce the strength very considerably, says the Portland Cement Ass'n.

As an illustration, a clean sand gave a compressive strength at 28 days of 1,900 pounds. This same sand with one-tenth of one per cent of tannic acid added, gave a strength of only 1,400 pounds; in other words, one thousandth part of organic impurities in terms of the weight of the sand reduced the strength of the concrete over 25 per cent.

The customary specification that the sand shall be clean, sharp and not too fine is erroneous in respect to sharpness. Rounded particles require less water and make a stronger mixture. It would be well to insert "hard" in place of "sharp."

IMPURITIES.—To detect organic impurities a representative sample of the sand is digested in a dilute solution of sodium hydroxide (caustic soda = NaOH) and observing the resulting color of the liquid.

All that is needed is a 12 oz. prescription bottle and a little 3 per cent solution of caustic soda or sodium hydroxide, both obtainable at any drug store. Put in about 4½ ounces of the sand to be tested, fill up to the 7 ounce mark, after shaking, with the solution of caustic soda, let it stand for 24 hours and observe the liquid on top. If this liquid is clear or light straw colored use the sand; if it runs into the brown color and especially dark brown, reject the sand or wash it thoroughly before using.

BANK-RUN GRAVEL, that is, the natural mixture of sand and pebbles as it comes from the ordinary gravel bank, ordinarily is not suitable for concrete. It may contain more or less foreign material, such as loam and rotted vegetable matter from overlying soil that has dropped into the pit, and the ratio of fine and coarse material, that is, sand and pebbles, is rarely if ever the correct ratio for use in concrete. Failures of concrete construction have resulted from the practice of using bank-run material which is dirty or not properly graded.

It is always advisable to screen the material before it is used in order that correct volumes of fine and coarse materials may be used in the mixture and it may be necessary to wash even river sand and gravel to remove light silt that has settled on the top of the sand bar or deposit.

Another and too common cause of failure is the use of bank-run gravel in proportions to 1 to 6 (1 part cement and 6 parts bank-run gravel) when a 1:2:4 mixture is specified. Such a mixture in addition to representing the bad practice of using an improperly graded aggregate is much weaker than the 1:2:4 mixture specified. It would approximate the strength of a 1:3:6 mix.

Voids or air spaces contained in any given bulk or volume of pebbles range from about 33 to 45 per cent of the mass. In order to fill these spaces and produce a dense concrete,

the amount of sand evidently should be approximately half the volume of pebbles. Unscreened bank-run gravel often contains much more than this amount of sand in a given bulk, consequently, more cement will be required to properly fill the voids and coat the grains of the excess sand.

FINE SAND behaves exactly the same as coarse sand except in one particular. In order to produce a plastic, workable mixture with fine sand it is necessary to use more water than with a coarse sand. It is the excess of water that reduces the strength of the concrete. In other words if concrete could be mixed with the same quantity of water regardless of the grading of the sand, and a plastic mix obtained in both cases, the same strength would be secured in the concrete.

THE TIME OF MIXING is a matter of importance in obtaining good concrete and as this factor largely controls the output of the mixer, it affects the cost of the concrete. Consequently there is an unfortunate tendency to reduce the time of mixing, a practice which cannot be too severely condemned, because it results in a material loss in the strength of the concrete, and a lack of uniformity. Exhaustive tests made on concrete mixed in a batch mixer from 15 seconds to 10 minutes, show a rapid increase in strength for the first minute, and a slightly smaller increase for the second minute, after which the increase in strength is less pronounced as the time of mixing increases. This shows the necessity of mixing the concrete at least 60 seconds after all the ingredients, including the water, have been placed in the drum of the mixer, and not 20 to 40 seconds only, as is often done in road and street construction. There is no question as to the advisability of using a batch meter on the mixer, provided one can be found that cannot be tampered with, in order to avoid controversy over the time of mixing and to insure a full minute mix. When a mixer is manufactured that will not permit discharge until a certain number of revolutions have been made at a certain speed this problem will have been solved.

WATERS which are strongly alkaline should not be used, and, owing to the possibility that marsh waters may contain sufficient humus matter to affect seriously the strength of concrete, they should be looked upon with suspicion until tested in concrete and found satisfactory. A safe specification is to require that the mixing water shall be potable.

The very wet, sloppy mixtures that are being used in building construction may seem economical from the contractors' point of view but they are certainly extremely wasteful from the designers' and owners' point of view, since in many instances 50 to 60 per cent of the possible strength of the concrete is being thrown away.

It may not be possible to reduce the amount of the water to the ratio necessary to give the maximum strength, but it certainly can be cut down below the amount commonly used, and the additional strength thus gained will be of advantage in the design of concrete structures. The designing engineer figures on a compressive strength of 650 lbs. per sq. in. and expects to get a factor of safety of three, but does not get it with the sloppy mixtures often

used. By cutting down the water to the proper ratio, a factor of safety of five or six can be secured, or the present allowable unit stresses can be raised.

THE SLUMP TEST is the correct guide to use in determining the proper amount of water for the particular ingredients in use on the job. The mixture is placed in a metal cone 4 inches in diameter at the top, 8 inches at the bottom and 12 inches high. The cone is then raised off the miniature column of cement concrete and the mass, deprived of the support of the container, slumps down, the greater the amount of water used the greater the slump, as shown in the engraving herewith. The figures 0.90 to 1.50 are arbitrary, 1.00 being the slump that gives the maximum strength, a depression at top of the cone of one-half to one inch. For mass work the slump should be 1 to 1½ inches and for concrete containing reinforcing bars, 2 to 2½ inches.

EACH DAY'S WORK should be left level on top so that the joints between successive days' work will not be unsightly and also to prevent the water running off and leaving the top dry. Immediately before resuming concreting, the surface of the old concrete should be thoroughly cleaned of all foreign substances and wet down and a thin layer of 1 to 1 mixture of cement and sand of the consistency of thick cream painted on. Care should be taken to avoid the formation of stone pockets at the beginning of a day's work, caused by the previous day's work not being left with even surface in the forms. This may be prevented by the wash mentioned above and by careful and thoro spading when the first concrete is placed on resuming work.

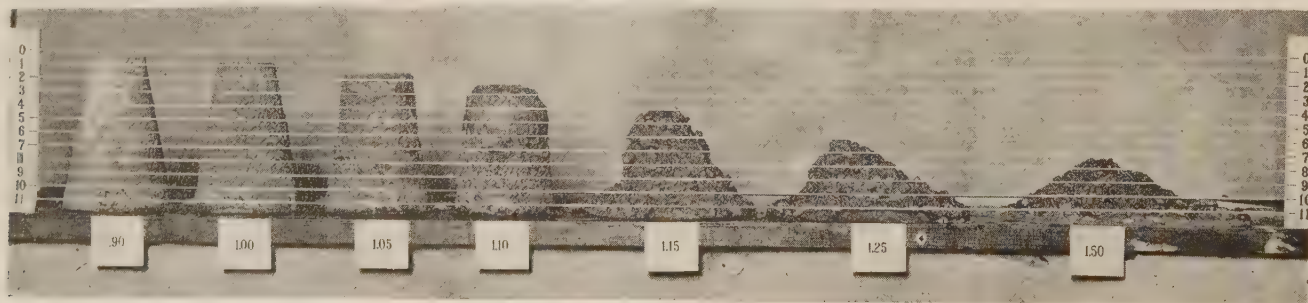
POTATOES, reported being used in the northwest for feed, are also unsalable in Michigan because of the low prices and the high freights. Growers say they will use the potatoes as fertilizer.

Protest on Federal Grades Heard

A delegation of Minnesota, North and South Dakota politicians were heard by Sec'y of Agriculture Henry Wallace at Washington Apr. 27 in support of their demand that the spring wheat grades be eased down to conform somewhat to the former Minnesota state standards for the same numerical designations.

McGovern of North Dakota, Murphy of South Dakota and O. P. B. Jacobson of the Minnesota Railroad and Warehouse Commission, as well as State Senator Ole Sageng were there; but John D. Shanahan, representing the New York State Millers Ass'n declared the old Minnesota grades were worth nothing; and Sec'y Wallace said it was immaterial that they claimed to represent the Northwest, what he wanted was facts to sustain their contention as to what would be just grades. He said a decision will be given May 15.

Scarcely had the delegation got back home, when the federal court of appeals at St. Paul, Minn., declared the North Dakota grain grading act unconstitutional because in conflict with the federal rules and imposing a burden on interstate commerce.



Relation Between Consistency and Slump of Concrete.

Concrete Elevator at Culbertson, Nebraska.

That grain elevator companies are rapidly being convinced of the value and importance of fireproof construction is clearly indicated by the increased number of concrete elevators built every season. A few years ago it was only in the larger elevators that concrete construction was given consideration, but it is no longer uncommon for country elevators of 25,000 to 40,000 bushels capacity to be made fireproof.

One of the modern, up-to-date fireproof elevators was recently completed for the Culbertson Equity Exchange, of Culbertson, Neb., by the Grain Dealers Supply Co. This elevator is illustrated herewith, is of 30,000 bus. capacity, and fireproof.

A building of this type completely disproves the contention, that a small concrete elevator is difficult to operate economically. This may have been true in some instances, where contractors have gone into the elevator field without a proper knowledge of modern mechanical equipment, or with an engineering staff of limited experience; but the designers claim there is no elevator in the State of Nebraska which can be operated any more easily, more economically or with less labor than the one at Culbertson.

The general construction is of reinforced concrete, with solid and heavily reinforced foundation. The bin arrangement is three deep bins on each side, and seven overhead bins in the middle with a large well for elevators and manlift. All bins are hoppers so that grain runs easily, and the back pit is built the full width of the work floor, so that it is of large capacity, and the grain is fed direct from the side bins to the pit without spouting. Steel gates of special construction are used, manufactured by the Grain Dealers Supply Co. The overhead bins are equipped with steel swivel spouts, and telescope transfer spouts which conduct the grain either to the separator, the return sink or for sacking purposes.

Two legs are provided for elevating the grain, both of them of steel construction, feeding at the head through a double distributor which renders only one set of bin spouting

necessary for the two elevators. All spouting is of heavy high carbon steel.

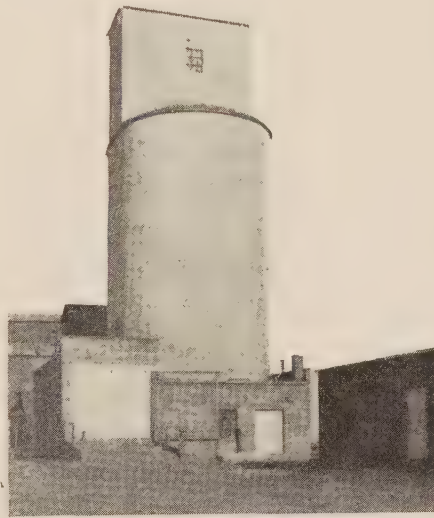
The grain is received over a Benson Auto Truck and Wagon Dump, which is a hand operated dump, working without any power mechanism whatsoever. Motive power for the grain separator and transmission equipment is provided by a 20 h. p. Fairbanks Morse Oil engine, installed in an engine house of cement blocks at the side of the main building. The engine is cooled by water from a cistern, and the pump is provided with a cut out device so that the engine is automatically stopped in the event of any trouble with the water supply or through failure to circulate for any cause. This prevents any possibility of the engine being damaged by overheating through lack of water.

The head pulleys are rubber lagged to prevent slipping of the belts, and the head shafts rest in adjustable bearings of the ball and socket type. This ensures the minimum of friction and the head shaft is easily adjustable at all times. Friction stops are provided

so that the head cannot reverse in case the power is shut off while the elevator is loaded. The cups are 9x5 V-cups, spaced 8" apart, giving an elevating capacity of 2,200 bushels per hour. Transmission consists of a rope drive from lineshaft in the basement.

One of the handy features of the plant from the operator's standpoint is the installation of the bin alarm. This is electrically operated, and gives notice by ringing an electric bell on the work floor when any bin is within 50 bushels of being full.

The Separator on the work floor is a dual, and the Automatic Scale is the Richardson make. A car puller is installed in the basement of 5 cars capacity, so that the company does not have to depend on the managers back and an old style pinch bar for spotting cars. The elevator buckets, steel legs and head, car puller, manlift, steel spouting and equipment were all manufactured by the Grain Dealers Supply Co., who designed the plant, furnished all working plans, and erected the building. The superintendent on the job was Carl Peterson, working under the direct supervision of Tracy G. Lewis, Branch Manager for the Grain Dealers Supply Co. Fred Fish is manager of the elevator.



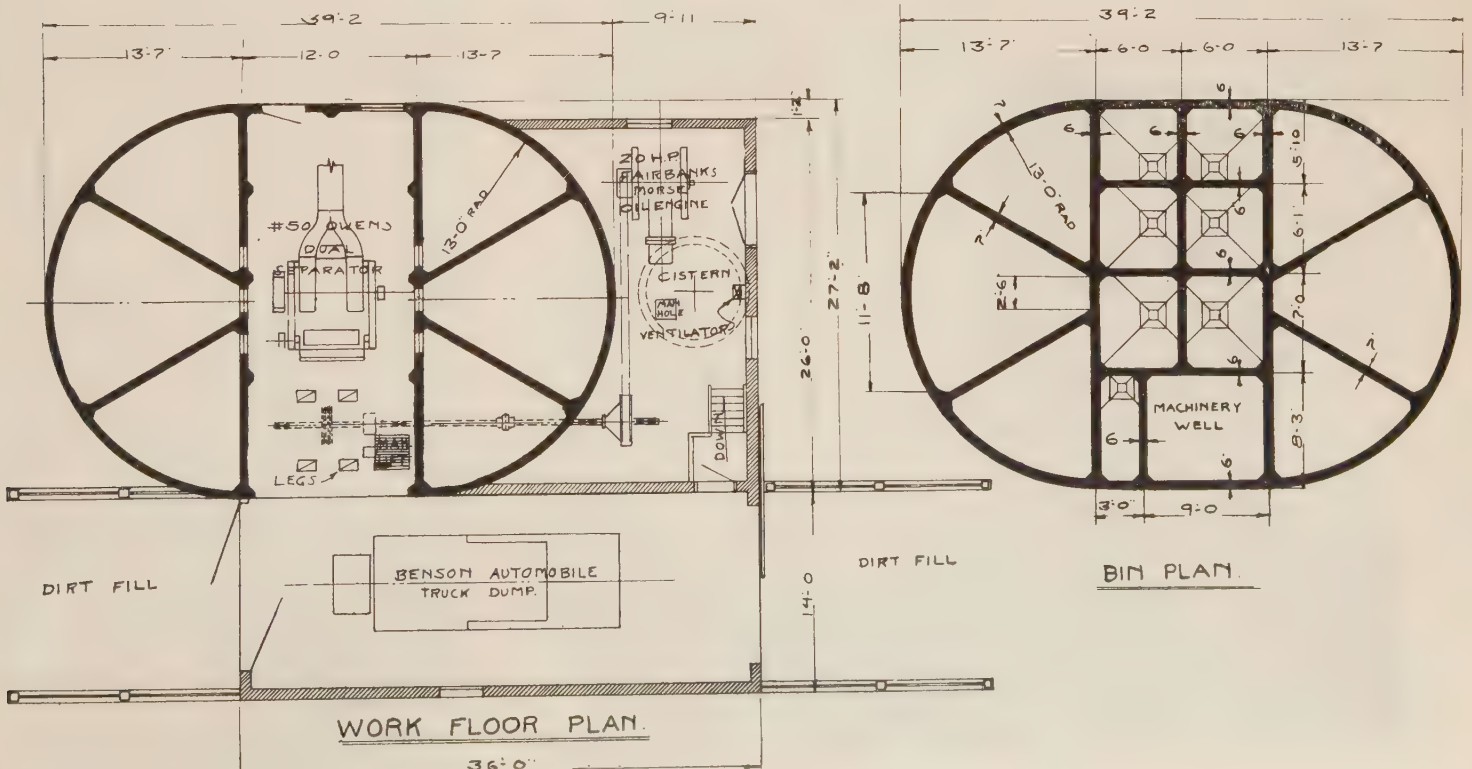
30,000-bu. Concrete Elevator at Culbertson, Neb.

Your Moods.

There is nothing more fatal to efficiency, more insidiously demoralizing upon character than indulgence in blue, discouraged moods, in self-pity and self-distrust. Such weak indulgence, if allowed to become habitual, will unman the strongest, rob him of stamina, undermine the very foundations of his character.

The next time you feel as if the bottom had dropped out of everything and you are right up against it, don't make matters worse by allowing yourself to get down into the dumps, to spend nights worrying and fretting and days anticipating evils ahead.

The man who can smile when things go wrong has a tremendous advantage over the person whose courage collapses just as soon as he is in a hard place. The man who can smile and hang on when everything seems to go against him is made of winning material. —O. S. Marden in the Business Philosopher.



Floor and Bin Plan of 30,000-bu. Concrete Elevator at Culbertson, Neb.

Good Judgment Will Limit Cost of Wood Elevator.

By H. M. HICKOK.

The wooden construction should be limited to grain elevators of not over 40,000 bus. capacity, and to the following equipment: Two legs, dump scale, automatic weighing out scale and cleaner with sufficient working space arranged for this equipment. If the office is attached to the elevator or within fire exposure limits, its construction should be inexpensive.

The reason for thus limiting the specifications for a wood elevator is a fire hazard. Elevators are seldom insured for the full replacement value and when it comes to an adjustment of the fire loss the question of depreciation and salvage value arises so that the owner finds the plant investment is seriously impaired.

In the more expensive types of wood elevators, the difference is greater between the replacement cost and the adjustment figure. This is usually due to *under* insurance because of a desire to keep operating costs down. It is human nature to take a chance and probably an owner reasons that his elevator must be nearly immune to fire since it cost so much more than the ordinary type of elevator. Very likely it is safer from fire as the owner being anxious to avoid fire has followed the Underwriter's specifications and enclosed the foundations, covered the walls and roofs with either metal or fire resistant material, screened all windows, made all bearings accessible, built office chimneys properly, cemented basements and placed electric wiring in conduits, etc.

On the other hand expensive types of wood elevators contain a greater amount of equipment, more bearings to care for, more places for dust to accumulate, many more windows with a corresponding greater engine spark hazard even with the windows screened. Additions built on the elevator such as warehouses, feed mills service bins over the driveway, all add to the number of corners, pockets and crevices for the accumulation of dust, straws, or birdnests. All in all the fire hazard may actually be greater than in an ordinary type of elevator. Recent fires demonstrate that all types of wood elevators will burn, and some of these elevators cost as much to build as a concrete elevator with the same equipment and facilities.

But consider the investment in a wood elevator of the ordinary type costing 30% less than the concrete house of the same capacity and equipment. The operating costs with respect to insurance premiums, depreciation, machinery replacements and breakdowns, wastage of grain will average \$1,000 more per year than the operating costs of the concrete elevator, including insurance, interest on the greater investment and depreciation on machinery. This does not include the added efficiency of the employees, due to their greater comfort and safety; the added mechanical efficiency, due to the steel and concrete machinery supports, and the value of the safety afforded the business. The destruction of an elevator may cause considerable loss in profits during the time needed to replace the plant and nearly always means an impairment of capital.

From an insurance point of view the wood elevator is not a good investment at any price. If it is sufficiently well built to comply with the insurance regulations and earn a minimum rate, its cost approaches the cost of concrete, and the savings on operating costs will refund the difference in from 5 to 9 years. If the elevator is below the insurance requirements for the minimum rate it becomes more of a fire risk.

In a general way it can be stated that the investment in a wood elevator of more than 70% of the cost of a concrete elevator can not be justified. In other words do not spend money for needless expense in trim, finish, costly layouts of bins, work spaces and offices and equipment which experience has shown are not actually needed. If the building funds limit the construction to wood, build a substantial structure, but keep the investment as low as possible. As an example of what may be termed the upper limit of cost for the wood elevator adapted to northwest conditions, there is illustrated and described in this number the 30,000 bus. 16 bin elevator built at Pennock, Minn.

FARE AND ONE-HALF rates have been granted by the Western Passenger Ass'n to all persons attending the annual meeting of the Tri State Country Shippers Ass'n to be held at Minneapolis, Minn., on June 22 to 24. Shippers planning to attend should be sure to get a receipt bearing their name from the ticket agent selling the ticket to Minneapolis.

Model Elevator at Pennock, Minn.

The cribbed elevator at Pennock, Minn., designed and built for the Pennock Farmers Elevator Co. by the Hickok Construction Co. is a late example of a wooden elevator designed to secure the minimum rate of insurance, at the lowest possible cost of construction, using good materials, expert labor and providing every necessary facility for the efficient handling of grain.

This elevator has a net capacity of 30,000 bu., 16 bins all hopper bottoms, 10 of the bins are over head and spout to a No. 60 Dual Cleaner, two-thirds of the capacity can be spouted to the cleaner without re-elevation. The work floor has a width of 13 ft. and a height of 12 ft. to overhead bin timbers.

THE FOUNDATION is a reinforced concrete slab, the cribbing sills being laid directly on continuous concrete walls built up on the slab. The basement under the elevator and the dump scale has a cement floor which prevents rats from working and makes it possible to keep the dirt and dust cleaned up and easy to save any grain which may be spilled. Boot pits are constructed in a steel boot tank of large size, with retaining walls on either side of the tank. The tank is of sufficient size to give a capacity in the wagon pit of 300 bu.

THE DRIVEWAY is inclosed 45 ft., a sufficient length to house a 4 horse team tandem.

The width opposite the scale is 16 ft., beyond the scale 12 ft. The height to the rafters is ample for clearance of the cab on a large truck in dumping position; the doors are 11 ft. wide and 10 ft. high. Concrete retaining walls and dirt fill are provided for both the approach and exit ends of the driveway. The dump scale is a 26 ft. 10 ton Howe Scale equipped with Globe Combination Auto truck and wagon dump. In place of the usual trap door a Buchan Grate is set in the floor, large enough to take grain as dumped from either wagons or trucks. The air tank and compressor were installed in the engine room.

THE OFFICES and engine room are in a building detached 10 ft. from the driveway. While this arrangement is not as convenient as where the building is attached, it has some advantages. When the engine room is attached to the driveway there is a greater expense to make the room fire resistant in order to avoid the higher insurance rates than in the detached engine room. Also the offices can be kept cleaner and freer from dust when detached. The offices comprise two rooms neatly finished, the office floors of hard wood. The engine room occupies the basement. A door from the ground level opens into a hallway from which stairs lead down to basement. This arrangement gives an outside entrance to the engine room and allows the operator to reach the engine room from the inside. A Defender pipeless furnace heats the offices and the basement.

POWER is furnished by a 20 h. p. gas engine which drives to counter shaft in the engine room, the counter shaft is carried on rigid timber bridge trees set in concrete. This shaft extends through the wall and a belt drive is taken off running through the enclosed beltway to a friction clutch under the work floor. The drives to the air compressor and to the pump over the cistern are taken from the shaft in the engine room. A large cistern from which to take water for cooling the engine is located partly outside the basement with a manhole extending to the ground level used for filling, and it also provides a vent for the moist air arising from the cistern.

TWO STANDS of elevator legs are equipped with 11x6 buckets on 12"-4 ply rubber belt. The boots are cast iron with take up stems extending to the work floor. The single front pit is spouted to either leg; the back pit is divided, about three fourths of the capacity is used to hold screenings. The pits and spouting arrangements are so flexible that grain can be drawn from any bin either for cleaning or shipping without hindering the continuous elevation of grain from the dump



30,000-bu. Cribbed Elevator at Pennock, Minn.

pit. The distributors are the improved double type, a single set of spouts reaching every bin in the house, the shipping scale and the return wagon spout.

The elevator legs are driven from the line shaft with a manila rope transmission to a counter shaft in the cupola from which speed is reduced to the head shaft by No. 88 sprockets and chain, one leg being independently driven with a friction clutch which is operated from the work floor by wire cables.

A safety manlift affords ready access to the cupola. Safety guards are constructed about the transmission adjacent to the manlift at the distributor floor. All shaft bearings are fitted with the Stahl grease cups and are easily accessible which is an important fire prevention feature. The transmission machinery was furnished by the Strong-Scott Mfg. Co.

THE CUPOLA is built the full length of the elevator with good height to the distributor floor so that bins can be filled to capacity. Sufficient windows with screens are provided to light and ventilate both the spouting and distributor floors thoroughly. Windows should be kept open when grain is being elevated, usually there will be enough draft to carry out a great deal of the dust. There is no doubt that one cause of dust explosions and fires is lack of ventilation. A cloud of dust confined may have just the right proportion of air and dust to form an inflammable explosive mixture.

A Richardson Automatic Scale is installed above the bins discharging to a well casing car spout, with provision for sealing as recommended by the Interstate Commerce Commission. Grain can be spouted into several bins making it possible to weigh up the house.

The openings of all bins over the work floor are fitted with cast iron turnheads with special gate slides which are operated by wire cables running over sheaves and terminating in cast iron handles. The deep bins are also tapped and fitted with turnheads at a height to draw to the cleaner. Steel transfer spouts are provided for use on the work floor, spouting to cleaner and pits and also to wagons. The walls of the elevator and driveway are covered with galvanized corrugated steel, the roofs with a heavy fire resistant composition roofing.

The building containing the office and engine room is covered with galvanized brick iron, the interior walls and ceilings with ornamental iron ceiling painted two coats; this building is sheeted both inside and outside with shiplap and paper, except the engine room ceiling and walls have asbestos paper under the ornamental iron.

It will be noted that the equipment and arrangement provide for handling grain from wagon to car in the most efficient manner. Any further equipment, cleaners, legs, etc., would require a larger house, more work floor space and add greatly to the cost.

The Pennock Farmers Elevator Co. is to be congratulated on its foresight in providing its manager, Mr. A. O. Floren, with a plant which he can operate with a minimum amount of personal attention.

Ogden, a Coming Market.

Explaining the possibilities of Ogden, Utah, as a grain market Joseph M. Parker, general manager of the Sperry Flour Co. plant at Ogden, in an address made recently before the Ogden Chamber of Commerce said:

Factors which assure Ogden prominence as a grain market include its position as a railroad center, the fact that it is the logical collection point for the thousands of bushels of wheat grown in Utah, Idaho, Montana, and parts of Oregon and Washington, and the favorable situation with regard to freight rates in connection with the handling of grain here.

By reason of Ogden's rapid advance as a grain market, this city is to be put on the same basis as Portland and a federal grain supervisor will be placed here in addition to the licensed grain inspector already assigned.

Why Build Concrete or Tile Elevators That are not Fire-proof?

BY R. M. VAN NESS.

I have read with a great deal of interest the articles recently published in the grain journals regarding country elevators built of concrete and hollow tile. As builders of elevators we are naturally interested and have been investigating the various so-called fire-proof country elevators and the result has been a great disappointment. We have not attempted building concrete or tile elevators, due to the fact that we could not see the advantage of using concrete or tile for country elevators, unless such buildings were made entirely fire-proof.

I have inspected a number of concrete and tile elevators that have been built in the last two years and have yet to visit my first fire-proof elevator. All of the so-called fire-proof elevators that I have inspected have wood floors in the drive-way, wood floors in the elevator, wood elevator legs, wood cleaning machinery, and wood spouting. In many instances wood frame work under the roofs was used with not even a fire-proof roof covering, also wood partitions in the concrete or tile bins. The fire insurance companies regard a building of this type just as much of a fire hazard as an all wood iron clad building. The grain dealer should be warned against such makeshift construction.

One thing invariably found is the excessive cost of such construction, and another is the inconvenient arrangement. Recently I inspected a tile elevator in the southern part of Nebraska with an estimated capacity of 20,000 bushels. This elevator building, office and drive-way is built of tile. It has two small capacity elevator legs, a small cleaner, four bushel automatic scale, ten ton truck scale and wagon dump. If I was correctly advised this plant cost \$31,000 and it is a fire-trap. All floors are wood, the cleaner and elevator legs are wood, the roof frame is wood. This plant could have been built of wood, covered with iron and equipped with the same machinery and a great deal more conveniently arranged for at least \$12,000 when costs for material and labor were at the highest peak.

Recently I visited a concrete and tile elevator in Western Nebraska built in the usual way with wood trimmings and having a capacity of 13,000 bushels, the elevator together with a small warehouse and office cost \$22,000 and could have been built of wood, iron clad for \$10,000, figuring at the highest cost of material and labor.

I have yet to hear of a concrete or tile elevator that has been built within a reasonable cost, nearly every one of them that I have inspected if I was correctly informed regarding costs, have cost more than twice as much as a wood, iron clad building would have cost and all of them will burn. The most that can be said for them is they would protect most of the grain in case of fire, as most of the bins are fire-proof.

I have been informed that there is one tile elevator in Colorado, one in Nebraska and one in Oklahoma that has collapsed shortly after being built due to poor construction.

I have learned from the managers in charge of some of these high priced supposedly fire-proof elevators that it is extremely difficult to show a profit due to the large investment. Usually the competitor with the wood elevator and a small investment makes hard competition.

I have also found that the majority of the concrete and tile elevators have been built on the cost plus or percentage basis and that in most cases the net actual cost of the finished job greatly exceeded the original estimate. The majority of the concrete and tile elevators that I have visited are owned and were built by farmer grain companies and I do not recall visiting a single elevator where the owner or manager was entirely satisfied.

During the war there was some excuse for the contractor taking percentage contracts and the contractor could not in all cases complete his work within the estimated cost even if he made an effort to do so. Percentage contracts are partly responsible for the excessive cost of a great many of the recently built concrete and tile elevators, as well as wood elevators. Under the present conditions there is no excuse for a contractor underestimating the finished cost of an elevator job. Neither is there an excuse for taking a percentage contract. If a contractor does not know his costs and can not take a job for a lump sum he is not a safe party to deal with.

It is wrong for a contractor to make estimates that are misleading. I feel sure that a number of the concrete and tile elevator owners that I have talked with would not again build an elevator similar to what they have. They would instead build either a strictly fire-proof elevator or a wood elevator at a less cost.

The volume of business done each year at the majority of the country grain stations will not justify investing the necessary amount to build a strictly fire-proof elevator with all of the required labor saving devices and equipment, and with the proper number of bins to handle the various kinds and grades of grain.

When I say fire-proof I mean an elevator with no wood in it, built of reinforced concrete or tile and reinforced concrete with concrete floors and roofs and all steel and cast iron equipment.

For large transfer and terminal elevators also for large capacity country elevators where required capacity is more than 50,000 bus. I believe that reinforced concrete strictly fire-proof construction is practical and the most economical in the long run, but again I ask is it a sane investment to build small capacity concrete or tile elevators that are not fire-proof?

CHICAGO, ILL.—Representatives of the National Ass'n of Sand & Gravel Producers will meet with carrier representatives in Chicago, Ill., on May 13 to ask for a reduction in rail rates on sand and gravel.

Crop Reports.

[Continued from page 767.]

ready broken in shape to plant. One third of the oats are not sown. What we thought would be an early spring has turned out to be a late one as far as the farmers of the Central West are concerned. Unless conditions make a wonderful change I would not be surprised to see all grains take a big rally.—The S. A. Muff Farms.

OKLAHOMA.

Lawton, Okla., May 9.—We have excellent prospects for wheat. At our Southern stations wheat is all headed out nicely; with a little rain to fill it out we will have a bumper yield. No doubt we will get rain very shortly. We will be cutting new wheat about June 1 at our southern stations. Oats are damaged some, but we would make a good many oats with some rain.—Lawton Grain Co.

Bromide, Okla., May 3.—A big acreage of oats planted this season and they look fair.—Fred Barre.

TENNESSEE.

Beans Creek, Tenn., May 7.—Wheat prospects are good and corn planting is progressing nicely.—J. C. Binden.

TEXAS.

Canadian, Tex., May 5.—The wheat is beginning to need rain in this part of the country, but understand that if it should rain within the next ten days there would be little damage.—J. W. Ricks.

WASHINGTON.

Uniontown, Wash., May 6.—Crops are looking fine.—Uniontown Co-op. Ass'n.
Benge, Wash., May 3.—Grain is looking good thru here.—Benge Elevator Co.

WISCONSIN.

Coloma, Wis., May 8.—Winter grains in this section came thru the winter in good condition.—Coloma Produce Co.

Illinois Grain Dealers in Annual Convention

Pres. Fred G. Horner, Lawrenceburg, Ill., called the 28th annual convention of the Illinois Grain Dealers Ass'n to order in Peoria on the morning of May 10th. The invocation was delivered by Rev. J. H. Creighton, a local pastor.

In an address of welcome to the visitors P. B. Miles representing the Peoria Board of Trade said:

I consider it an honor to have been selected to greet to our city your Illinois grain men and their friends from other states.

It seems to me that this Ass'n should, while in session, pass a resolution against the passage of the Lantz Bill now before the Illinois Legislature. These bills will practically put us out of business.

In view of the great bull speculation of the last four or five years, the people stopping their buying and the no winter, a drastic decline in all grain prices has been inevitable. And the farmers have got into the notion that speculation should be stopped entirely.

The elimination of speculation, as is proposed, would eliminate the machinery for handling our business.

Under these bills, when you hold corn and hedge on the Chicago Board of Trade, you will have to deliver that corn in Chicago. We cannot do this. The Senators and Representatives have not conferred with us to find if our method of doing business is correct. We are willing at all times to meet farmers or other delegations. We can show our methods are right. If they are not right we will make them right.

Personally, I think there is too much speculation in grain. Great speculations on the bull and bear side of the market should be checked or eliminated. I think all private wires should be eliminated except to markets. Why should wires run to Los Angeles, Palm Beach or Hot Springs? I would also eliminate all wires to country stations. By doing this the Boards of Trade will do great things for the grain business.

The grain dealers are in disrepute because of the decline in the market. In spite of violent fluctuations our firm since the war has handled as high as 100,000 bus. of grain a day at a total loss of only \$500 up to Jan. 1, 1921. This speaks well for the grain dealer in the cities and the smaller towns.

We are acquainted with the members of most grain exchanges and I defy any legislator to show a higher quality of men of character in any business.

I am pleased to represent the Peoria Board of Trade and heartily welcome you to our city. I hope your meeting will be profitable and pleasant and that you will enjoy Peoria while you are here.

Pres. Horner then read his annual address which follows:

The Agrarian Movement.

A year ago we were all filled with a spirit of optimism, for we were within a few weeks of the time when we would emerge from the irksomeness of direct governmental supervision of the grain business and, to a man, we were looking forward, with highest hopes, to the year just passed, and without the faintest suspicion of the difficulties that were awaiting us. It is a great pleasure to know that many of our members have come through this period unscathed and that some have even enjoyed real prosperity, but a time of such drastic liquidation and such consistent crumbling of values as we have just witnessed is necessarily most trying to men engaged in our business, and it is not unnatural that we should now be imbued with a spirit of pessimism. When we look back only one year and think how impotent we then were to foresee the twelve months just past, I do not believe any of us will take our own pessimistic forecasts of the coming year too seriously.

There is one fact, in which every member of this Association should take the greatest pride,

and that is that during the past year, when the spirit of "Cancelitis" was rampant in almost every line of industry; during a year when corporations, firms and individuals of the highest financial standing, and formerly of the highest moral standing, were unblushingly refusing to execute unprofitable contracts; during a year when repudiation of solemn business obligations became so common as to be a national disgrace, the Illinois Grain Dealers Ass'n, whose by-laws provide for compulsory arbitration not only between our own members but also with the members of the Grain Dealers National Ass'n, did not have a single dispute to present to our Arbitration Committee, and, so far as the officers are aware, only two cases are in contemplation. It is good, at such a time as this, to belong to a trade whose members have always been known to respect their contracts and abide by the letter, just the same when such compliance meant bankruptcy as when it meant affluence.

To the present agrarian movement more particularly as it affects the marketing of grain, I would like to confine my remarks. Our first consideration should be that we do not lose sight of the fact that this movement is only another manifestation of the present day, worldwide misconception of the functions of government; that it is only a modification of the same line of thought, or perhaps more aptly, lack of thought, which has prostrated Russia and bankrupted our sister State of North Dakota.

We have travelled very far from the conception of a country of individuality, for which the framers of our constitution labored, and today we are in the midst of a government by class minority. We have just passed through the domination of our legislative, executive, and, in entirely too many cases, even our judicial bodies, by the Labor Union minority and we are now approaching the ascendancy of the more powerful minority of farmers.

We must recognize that the vital factor influencing the general public to extend to the farmer the support that will give to him the minority power that is now threatened is the prevailing idea that the middleman will be eliminated and that all the mythical profits now garnered between the producer and the consumer will automatically be forced into the pockets of the latter.

Our present system of grain marketing is not the product of any one man; nor of any seventeen men; nor is it the result of legislative enactment; but, that it is the natural development of the trade, resulting from the necessities of the business and the experiences of several generations of some of the best brains of this country. Our present fabric is, without doubt, as highly individualistic and as highly competitive as it would be possible to conceive and, while recognizing some imperfections, it is a fact that in no country, at no time, in no line of industry, has any important commodity ever passed from production to consumption with the speed, the efficiency, and the economy, with which the grain crops of the United States are being moved today. No better proof, no more illuminating side light on this statement could be offered than to call your attention to the very lack of constructive suggestions for improvement of our present marketing system which have been presented in spite of the fact that this controversy has been raging bitterly from one end of the country to the other.

The National Marketing Commission recently suggested by Julius H. Barnes. It would seem that Mr. Barnes' long contact with Officialdom had not left him without its contamination, for the very bureaucracy of his plan would be sufficient to condemn it, even though it were possessed of more merit, otherwise, than is the case. Mr. Barnes is apparently still laboring under the same delusions in reference to the country elevator business which actuated him, during the life of the Grain Corporation, to repeatedly place such costly and unjust discriminations upon this branch of the trade, for, in a very few words, his plan would give a clean bill of health to every branch of the grain trade except that of the country elevator and the proprietor of country elevator property, while retaining the privilege of continuing his investment of time, talents, and capital therein, would become a creature subject to the whims of a horde of incompetent bureaucrats. Mr. Barnes' plan very aptly illustrates one of the fundamental dangers of class legislation and governmental regulation of business. He fails to see any glaring defects in those branches of the grain business with which he is familiar and in which he is financially interested, but seizes with avidity on the branch of the trade concerning which he is least informed and with a presumption, only too common, he does not hesitate to present a full and complete plan for invoking the fiat of the government to revolutionize and standardize as fine an example of

competitive, individualistic, business enterprise as the country affords.

It would be almost sacrilege, in this connection, to overlook the Committee of Seventeen, who have been wrestling valiantly with this marketing problem for these several moons—the same problem, remember, with which the grain trade has been living and sleeping for generations. The program of this Committee has now been announced and adopted by the various organizations of farmers and we look in vain for one single new or original idea. The sum and substance is that, all along the line, from the country elevator, up through the terminal facilities, and to the ultimate exporter, we find nothing but a duplication of the present marketing machinery. The only change is one of ownership, or more particularly and more to the point, consolidation of ownership.

It should not require a very close analysis of this program by the general public to convince that the real object is not so much the shortening and cheapening of the route between the producer and consumer, as it is the shifting of the tolls from the pockets of the middleman to those of the producer and the construction of a monopolistic power which will permit the exaction of a compensation which would not be warranted by the natural economic laws of supply and demand.

It should be quite evident to the consumers that, should class legislation result in the organization of producers becoming strong enough to control a sufficient quantity of the marketable grain of this country to eliminate important independent competition, that this power would not always be used with due and proper regard for the interests of the innocent public.

Perhaps you remember, when the Eighteenth Amendment made raising a dire necessity for a considerable portion of our citizenship, with how much compunction the Raisin Growers Ass'n looked upon the parched and protruding tongues of the unfortunate.

Our attitude. It should be understood that we have no quarrel with the farmers of this country. If our sympathies go out to any one class it is to the farmers. We know that our real interests are mutual and we are now, and ever have been, eager to go to any limit that is right and proper to advance the prosperity and well-being of the agricultural interests of this country. We do not question either the advisability or the right of the producers to organize. In fact, as members of the Illinois Grain Dealers Ass'n, we are particularly impressed with the value of trade organization, but we do not believe that mere contact with the soil imparts any peculiar or special virtues which render the agricultural population worthy of any special governmental favors or of exemption from laws and limitations applying to the remainder of the population.

County Farm Advisors: If there is one tax which the American citizen pays freely and even gladly, it is that which is used for educational purposes. In this State we have built up a State University, of which we are justly proud, and we consider it a privilege each year to pour added millions into its coffers, that it may lack no facilities for maintaining the preeminence which the tax payers of the State of Illinois have made possible. But our pride in this school should not blind us to palpable defects. It is quite deplorable that in so many of our educational institutions there has been developing of late years a very decided socialistic tendency and it is nothing less that actuates the Agricultural Department of the University of Illinois, down and through our system of County Farm Advisors. We might concede the commendability of the original conception of this system, which was simply that special educational facilities should be offered our agricultural population by County Advisors, who were capable of giving our farmers such scientific advice as they would otherwise be unable to obtain and, with this in view, public funds were made available for the extension of our educational system to embrace the adults of one special class.

But today in County after County of this State, the office of Farm Advisor, at the instigation and with the active assistance of the Bureau of Markets and the Agricultural Department of the State University, has been converted from an educational agency to a competitor of practically every important business in the community in which they are functioning. It appears almost inconceivable that in almost every rural County of Illinois we should have permitted an agency to be built and to be maintained by the funds of the taxpayers of this State, whose primary and professed object is the destruction of existing agencies for the distribution of commodities, either produced or consumed by the farmers and substituting those facilities with agencies, maintained in whole or in part by the taxpayers of this State. Today, these paid agents of the taxpayers are acting as the direct representatives of the Illinois Agriculture Ass'n and are actively soliciting memberships in that organization and consuming the time and talents for which the taxpayers have paid in the interests of and under the instructions of that association.

I feel that the best interests of this country demand that the Bureau of Markets and the system of County Farm Advisors should be

absolutely abolished; that the activities of the University of Illinois and the Department of Agriculture at Washington should be confined to educational matters; that the Clayton law should be repealed and agriculture and labor organizations should be made amenable to the Sherman anti-trust law, the same as the packing and other industries and associations; that there should be an end to class legislation of every kind and that governmental activities in business should be undertaken only for the regulation or prevention of monopoly and for the exercise of the natural police powers for the protection of the public health and safety.

If under these conditions the farmer or any other class can build up, by a plan of co-operation or any other method, a system of distribution which by fair and open competition can supplant the present scheme, they will do so by the practice of a superior efficiency which will fully justify the success which is certain to follow and will destroy every excuse which the present system of distribution may now have for existence. We ask no special favors and we demand that none be conferred upon others.

Pres. Horner explained that the Lantz Bills were up for hearing on May 10 and that a telegram had been dispatched to 31 Illinois Senators representing the district outside of Cook County, before the convention assembled. The telegram follows:

Country grain dealers representing more than 800 elevators in annual convention assembled, respectfully ask you to use your vote and influence to defeat Senate Bills, known as the Lantz Bills, as the passage of these bills will demoralize the grain business of the entire country.—Illinois Grain Dealers Ass'n, Fred G. Horner, pres., and W. E. Culbertson, sec'y.

The Ass'n voted to approve the sending of the message.

Sec'y W. E. Culbertson, Delavan, read his annual report:

Secretary's Report.

The past year has been most trying for all in the grain trade, and few of our members have been able to come through without financial loss. The Association has not been without its troubles. It has had its share of ups and downs, but has come through, and today is optimistic for the future.

The activities of the Ass'n the past year have varied with changing conditions. The early part of the year the car shortage was our chief concern, and a committee of which I was a member made a trip to Washington, where the matter was laid before the Interstate Commerce Commission, with the result that the railroads were ordered to furnish a larger percentage of cars for grain shipping. The shortage, however, was of course further alleviated by the minimum amount of shipping being done, due to the great drop in the price of farm produce.

Much time and energy have been expended in the effort to secure more equitable rentals for elevator sites from the railroads for our members. We regret that little has so far been accomplished.

A number of local meetings were held, but there seemed to be a lack of interest, probably due to the fact that few of our members were making any money and were discouraged. The attempt to hold these meetings was given up, and I spent whatever time I could spare from the office in visiting the members at their home stations. Over two hundred members were called upon during the past year.

The compiling of the 1921 directory was begun in September and finished in time for issuance January 1st. The increased cost of paper and labor ran the printing cost of this publication above \$1,300.00, but thanks to our loyal advertisers, we were able to mail to every grain dealer in Illinois a copy without expense to the Association. The getting out of the annual directory is no small task, and we would greatly appreciate our members advising us as to any change of ownership which comes to their notice.

The Arbitration committee has held no meetings throughout the year, and up until sixty days ago we had received no complaints against any of our members. At present, however, we have two cases which will soon be submitted to the committee. This record speaks volumes for our members, and but proves that our members do live up to their contracts.

The Claim department received 371 claims, amounting to \$12,482.52, of which 208 claims, amounting to \$8,551.40, were collected. This department is not patronized by our members as it should be. It should be borne in mind that there is maintained in the Secretary's office a most efficient Claim department, which can collect every claim that any other person, association or agency in the state can collect. Our members owe it to the Ass'n to support this, as it is continually laboring in behalf of its members. All fees derived from the collection of claims, and this is but ten per cent of the amount collected, belong to the Ass'n and are used to help defray the legitimate expenses of the department. The aim of this department is not to make money, but to serve our members. If your Ass'n cannot collect your

claims, no one else can. The railroads are forbidden to discriminate against any shipper.

The Scale department has enjoyed the best year of its existence. In fact it is the first year that the ten per cent fee turned in by the inspectors has paid the actual expense of maintaining it. I believe this is due to the success of the plan devised a year ago of dividing the state into two sections, and assigning inspectors to a fixed territory which they cover at least once a year, traveling via auto truck and carrying their test weights and necessary repair parts. This has resulted in giving our members much better service, and has permitted our inspectors to more than double the number of scales inspected, and at less expense. The charge now permitted to be collected by our inspectors is \$4.00 for the first scale gone over, and \$3.00 for each additional scale, together with \$5.00 in lieu of actual traveling expenses, to our members, and \$5.00 straight for all scales inspected for non-members, together with the \$5.00 expense charge. Repairs furnished are charged for at factory prices, and labor in installing same is, of course, an additional charge.

Our Scale department now has on hand most repair parts needed to refit any standard make of scale, and our inspectors are capable of rebuilding any scale. Members should bear in mind this fact, and when your scale needs repairs, take it up with us before shipping it to the factory, as ninety-five times out of a hundred any of our inspectors can rebuild your scale, making it as good as new. The inspectors expect to start upon their annual trips this month.

In membership the Association has made no gain; the thirty-five new members added during the year have but made good the loss sustained by members who have resigned on account of having disposed of their plants to newly formed co-operative companies.

The financial condition of the Ass'n:

Receipts.	
Balance on hand May 1, 1920.....	\$ 2,073.08
Membership dues	6,006.00
Membership fees	150.00
Arbitration fees	60.00
Advertising in Directory	2,288.00
Claim fees	855.14
Scale fees	369.01
Sale of directories	43.00
Interest on U. S. Bonds.....	13.57
Scale repairs	79.05

Total\$11,936.85

Disbursements.	
Office supplies	\$ 150.29
Officers' expense	601.17
Postage	447.82
Annual convention	162.98
Rent	180.00
Refund	15.00
Telephone, telegraph, express	94.88
Assistant Secretary	1,600.00
Printing	381.45
Secretary's salary	3,000.00
Secretary's expense	1,302.20
Directory	1,310.00
Dues to National Ass'n.....	354.00
Scale repairs	244.40

Total disbursements\$9,844.19

Balance on hand May 1, 1921.....\$2,092.66

Treasurer M. J. Porterfield reported receipts of \$11,936.85; disbursements of \$9,844.19, leaving a balance of \$2,092.66.

Elvis Weathers, Newman, read the report of the Finance Com'te which approved the figures presented by the treasurer and congratulated him on his accounts.

The following com'tes were appointed by the president:

Resolutions: H. A. Hillmer, Freeport; Lee Railsback; R. F. Wrenn, Roanoke; J. H. McCune, Rushville, and H. A. Rumsey, Chicago.

Nominations: A. E. McKinzie, Taylorville; Grant Miles and B. A. Eckhardt.

H. A. Foss, Chicago: I'll get away by saying that the address of the pres. was one of the best I ever heard.

E. B. Riley, Indianapolis: I would like to make a suggestion. There are measures before Congress the substance of which is to exempt country grain handling organizations from the provisions of the anti-trust laws. This bill has passed the House, went to the Senate and has been returned to the House again. This is class legislation exempting organizations in competition with you. This law exempts them from criminal law.

In Indiana there has been the pooling of wool to increase the prices. If the buyers agree among themselves to pay but 30 cents for wool they are liable to be sent to the penitentiary while those pooling and holding the wool in a warehouse are exempt. No class or man in the state should be exempt from crim-

inal law. Indiana dealers have wired our views to our Senators and Representatives protesting against such legislation. I believe Illinois should do likewise. (Applause.)

Pres. Horner: We have all been too complacent to such matters as have been mentioned by Mr. Riley. Not only the Chicago Board of Trade and a few similar organizations, but all grain trade organizations should unite in this fight.

Eugene Smith, sec'y St. Louis Merchants Exchange: Missouri has before it a bill which it has to contend with. The opinions expressed by the Missouri Grain Dealers in the resolutions adopted at their recent meeting expresses the opinion of the Missouri grain trade.

H. A. Foss, Chicago: There is a scale testing meeting in Kansas City today which might be of interest to you and which will be explained by Mr. Schmitz.

J. A. Schmitz, Chicago: It is briefly "should the carriers test the scales of the grain dealers?" The question will be Shall the grain dealers or the carriers test the scales?

The carriers feel that the country grain shippers as a whole do not look after their scales. They figure on some plan whereby scales may be tested at least once a year. This Kansas City meeting plans to devise some means to run a service car and do the scale testing work at reasonable prices.

Some cases have arisen after railway inspection where the shipper insisted that his weight should govern. The carrier found the scale correct and the shipper claims his weight is correct. For this reason some carriers are opposed to the scheme.

Mr. Riley: Yesterday I was talking to a representative of the Pennsylvania Line. He asked if the grain dealers would consent to enter into such a scheme for the railways to care for the scales. In Indiana we have a Department of Weights and Measures and in our state it is an offense to use poor weights. A scale inspection certificate is not good two minutes after inspection. The railways are opposed to automatic scales. As a consequence, if the railways care for scales, every automatic scale would be condemned.

Sec'y Culbertson: Practically all our scales are gone over once a year and our inspection covers most of the state. We discriminate only between non-members and members of the Ass'n for the Ass'n receives only 10% of the returns to the inspector.

A. C. Kock, Breeze: We should discuss some of the problems brought up by the president in his masterpiece. As to our Illinois Agricultural Ass'n, this Ass'n is receiving money for maintenance to pay farm advisers. When started it was planned that the work to be accomplished was the giving of advice to farmers and do research work for the farmers. The money these associations are receiving is being misappropriated. We must oppose this use of the money.

S. A. Whitehead, St. Louis: In the counties in which we operate elevators business men at the start were asked to contribute to these farm ass'ns. For the last few years these ass'ns have operated against the milling and elevator businesses. The ass'n bulletin which we receive from time to time contains such things as "Come to us for fertilizer," "We'll buy your corn," etc. After the last harvest the farmers were advised to hold their wheat for \$3 per bus. As a consequence they have lost heavily. I would say that 50% of the wheat in Monroe, Jackson and Randolph Counties remains in the hands of the farmers because of this advice. These ass'ns are a detriment to a community. The ass'ns are not advising how to farm but how to buy. I believe that if the attention of the federal government was called to the fact it would withdraw its funds.

A shipper: Give them rope enough and they will hang themselves.

E. M. Wayne, Delavan: There is a movement on foot to combat this activity. There is a conference of all ass'ns affected by this

movement. A meeting is to be held within the next 30 or 40 days to counteract the effect of farm advisers. There are hopes that this will be as effective as when we had the trouble with sulphur oats. I do not believe we will have trouble in getting the assistance of other ass'ns. We cannot go to Washington alone and get consideration but the various ass'ns united will get results.

A message was read from E. C. Dreyer, St. Louis, Mo., recommending the approval of the feed trade rules by the Ass'n. So few persons were familiar with the rules that the president deferred action until the Tuesday morning session.

Adjourned for luncheon.

Tuesday Afternoon Session

The afternoon session was called to order at 1:15 p. m.

The first speaker was John R. Mauff, sec'y of the Chicago Board of Trade who said:

Pres. Griffin of the Chicago Board of Trade feels keenly his inability to be here.

On April 9, out of a clear sky, we were informed by the Agricultural Com'te of the Illinois Legislature of two revolutionary measures unlike anything we ever heard of before. Proponents of these bills had been planning for weeks.

We were told by the Senate Agricultural Com'te that we could appear three business days later, on April 13. We pleaded for a week's delay to prepare an argument.

During the meeting of the Agricultural Com'te we heard a tirade on the criminal practices on grain exchanges which would have put many grain dealers in the penitentiary without any of the proposed bills. The grain trade was also compared with the old Louisiana lotteries. The proponents of these bills did not talk of the bills. Monte Carlo was called child's play in comparison with Board of Trade operations. They were really mind pictures.

To combat these disillusionings, for they are disillusionings, we decided to present cold facts. These facts are contained in part in Mr. Griffin's address which I will read:

This address will appear in a later number.

After reading the address of Mr. Griffin, Mr. Mauff called attention to the attitude of Sec'y of Agriculture Wallace by referring to an editorial published in Wallace's Farmer which told of how professional spellbinders would go into a community and offer to revolutionize business.

Medill McCormick, U. S. Senator from Illinois who was on the program wired to the Ass'n his regrets because he could not be present.

Charles Quinn, sec'y, G. D. N. A., was un-

able to be present because of a hearing regarding a member who refused to arbitrate his troubles.

W. K. Van Diver, Transportation Commissioner, G. D. N. A., opened a discussion on traffic matters affecting the grain dealers saying:

"Side-track Maintenance: An old Interstate Commerce Commission Investigation No. 6562 never has been decided after many years. This case I am advised is now before Commissioner Eastman and I expect a report soon from the Commission on side track problems. Pending the decision of the Commission I have undertaken to get from the various carriers their forms of side track agreements. I will, when I get them all, try to draw up some uniformity in agreements."

Liability Clauses: Of liability clauses Mr. Van Diver reviewed the action of the National Industrial Traffic League before the Interstate Commerce Commission (reported in full Apr. 25 number of the Journal, page 675).

Side Track Agreements: Of track rentals the action of the Iowa Railway Commission was reviewed.

A shipper: I signed a lease for 5 years for rental of side track at \$15 per year. At the end of two years carrier raised the rental to \$75, giving as their reason "Revaluation of the Property." Has the carrier the right to make this increase when they gave me a lease for 5 years?

Mr. Riley: All contracts I have seen contain a thirty day clause which permits cancellation on 30 days notice.

Mr. Van Diver: Property may have increased in value but it seems to me that the increase should be opposed.

B. F. Traxler, Chicago: What is the basis for determining site rental?

Mr. Van Diver: I am in hopes that the I. C. C. will give us a uniform rental charge which will eliminate all complaints, in the various states.

E. E. Hammon, Gibson City: I have a contract with the Lake Erie which runs out in June. They say they will abide by an appraisal and ask me if I will. But it seems they want to do the appraising.

Mr. Van Diver: To get a square deal both could appoint an appraiser and decide on the third man between the two of you.

Mr. Hammon: But they want to appraise it all themselves.

Mr. Riley: The jurisdiction of a tribunal over rail leases and other rail contracts applies to railroad property entering into public service such as switches, depots, etc. Over these the I. C. C. has jurisdiction. When you go beyond that you obstruct private property and you cannot give the I. C. C. any

jurisdiction unless the property is condemned for railroad purposes. The land for getting to or from the railways is railroad property and they cannot deprive the public the right to get to the right of way. After the switch is in, it is a matter of service and the I. C. C. could be given jurisdiction. But the question is, what are you going to do? Can we get a tribunal for the handling of private property. You can't get it when you sell a horse. The I. C. C. has fought this matter of jurisdiction for 10 years. It is discrimination when 100 sq. ft. cost one man \$10 and another man \$25. They have said that they could have jurisdiction over discrimination but not over private property. The carriers themselves contend that it is unconstitutional to handle property cases.

A. E. McKenzie, Taylorville: Our mill and tanks are on our own property. The carriers are using our property for team tracks. We have been wondering if we could get anything from the railway. If we used railroad property they would make us pay.

One time I saw an agent of the carrier and told him he had better buy me a scale for my corn crib for the use of the property as a team track. He walked away and could get no satisfaction. What I was wondering was if the carrier after a certain time could claim this property. We have a sign on the property "Private Property."

Mr. Traxler: Who is paying the taxes on the property?

Mr. McKenzie: I am.

Mr. Van Diver: Does the carrier charge you for maintenance?

Mr. McKenzie: No.

B. L. Christy, Galesburg: Because of their using your property for a long time they may try to claim it as theirs.

Sec'y Culbertson: The Illinois Public Utilities Commission has no jurisdiction except over discrimination. The Ass'n was anxious to have a law similar to the Iowa law and I wrote Mr. Wells, sec'y, Western Grain Dealers Ass'n about the situation in Iowa. (Mr. Culbertson then read a letter received from Mr. Wells explaining the operations of the Public Utilities Commission in Iowa and how the I. C. R. R. in the Stacyville Grain & Coal Co. case had not as yet appealed from the decision.)

E. Sheppard, Indianapolis: How about the establishment of rental charges on the basis of 6 or 7% of the value of the land. Seems there could be some sort of a body formed for the appraisal work by the state legislatures.

Mr. Hammon: The 6% charges are all right if we could get a fair break. At my site they want about 15 cents a square foot or on the basis of \$6,000 per acre.

A. C. Koch, Breeze: We want to install a



Illinois Grain Dealers at Peoria, Ill., May 10, 1921.

side track. Must we pay the entire charge for the track and receive no refund?

Mr. Van Diver: This is a hard proposition and I hope for a ruling from the I. C. C. very shortly.

Mr. Koch: We have some claims for grain doors that are 3 or 4 years old. We had no grain doors and bought lumber from the local dealer in lumber. The carrier on our complaint replied that they would furnish us with an equivalent of the amount of lumber we put in these cars. We are out \$200 and cannot get the lumber or the money for the carrier now says that they cannot, under their tariffs, refund us anything.

Mr. Van Diver: I do not think there is much chance recovering this since the railway has nothing in its tariffs.

L. M. Walker, Ridgeville: I was out of grain doors at one time, purchased lumber from my local lumber dealer and told him to send in claim for the amount of the bill and he got paid.

Mr. Van Diver: I do not think there is much chance recovering this since the railway has nothing in its tariffs.

Mr. Van Diver: The American Ry. Ass'n has promised that the cars standing idle will be put in good condition to handle the new crop.

W. C. McGuire, Maroa: What happens about shippers who own their freight cars and pay repair bills thereon when the car gets away onto foreign lines for many months?

Mr. Van Diver: Do you get a per diem charge? One road pays the other road a per diem charge.

Charles Rippin, St. Louis: I think it is wrong for shippers to have private cars. Every ass'n should get the carriers to make provision for the efficient handling of our freight. The per diem charges are only between railways. About the only charge which can be received on a private car like that is about 3/4 cents per mile.

Mr. McGuire: I should not have to pay repair bills on my cars that travel over the country on foreign lines.

Mr. Van Diver: As to a general freight and passenger rate reduction all know rates are too high. Some carriers feel too that freight and passenger rates are too high. Shipping charges on corn from Iowa to Chicago are so high that it takes one car of corn to pay the freight charges on three other cars of corn. Material is down, lumber is down. Steel has been reduced 40% and other materials are down. Still high prices must be paid for railway labor. This Ass'n should adopt a resolution to the U. S. Railway Labor Board on this matter.

B. L. Christy, Galesburg: Rates on molasses

from Gulf ports to Illinois points have been decreased from 40 to 30 cents to encourage the use of Cuban molasses with grain in the manufacture of feed.

After inviting the dealers to attend a theatre party in the Orpheum Theatre as the guests of the Peoria Board of Trade, the meeting adjourned to Wednesday morning.

Wednesday Morning Session.

"Loss and Damage Claims" was the subject of an interesting address delivered by H. C. Howe, Chicago, Freight Claim Agent C. & N-W Ry. He said:

Closer contact makes for better feeling between the shipper and the carrier:

You shippers load your grain. Some weigh it and some do not. If the amount differs at destination you put in a claim. To support your weights you should send your certificate of weight, date scale was inspected, destination and other such information.

The carrier has an obligation in furnishing cars while you should load cars that will carry grain to destination.

Where we find a leak or defect and a loss of grain in transit, after allowance for normal wastage, the claim will be paid.

In other claims we have no evidence of loss. It is with these claims we have trouble. We feel the car carried the grain to destination. We might have lost the grain and not have known it.

As to the methods of handling grain at the country stations: There are those who handle their grain excellently and seldom have overages or shortages in their weights at destination. These dealers receive more consideration than does the dealer who runs his business in a slipshod manner.

Cars are often loaded that are not fit for grain. It is a duty of the loader of grain to do a certain amount of cooping. The grain car is like a package. Molasses shippers pack molasses in barrels and soap is packed in boxes. The grain package should receive attention.

When we find large overages and shortages credited to a shipper we feel unwilling to pay that man's claims.

When we find even amount shortages we feel the loss was caused by some error at destination or shipping point.

Our duty is to furnish the best kind of equipment. Cars have gotten into bad shape and for that reason we have paid more claims. We are now doing our best to repair cars in spite of the hard times so as to be able to properly carry your grain.

The C. & N-W is maintaining a freight service department to prevent claims and com'ites meet every 30 days. I attend these meetings and the public is invited to attend and offer suggestions.

We are getting our cars in better shape. We lined numerous cars with liners and still we are getting claims on these cars. We did the best we could on these cars to see if we could prevent grain claims. It don't make much difference how good cars are, we still get a certain percentage of claims.

We know we lose grain from our cars which we would not lose if the shipper would properly prepare his cars for shipment. We furnish cars for the handling of grain that are designed for handling all kinds of freight. If we got certain cars for certain products we would have so many cars we wouldn't know what to do with them.

Many country shippers need education. Scales should not be intrusted to some disinterested boy who cares nothing about the scales or what they are weighing. We should try for a minimum number of claims.

Without shippers we have no business and you are dependent upon us to get your grain where you want it.

A shipper: Is there any disposition not to pay a grain claim where grain leaks under a grain door?

Mr. Howe: As a general case we pay claims if the door was properly installed for a car may have been roughly handled in transit causing a displaced door. A door may become displaced no matter how well installed. We are not declining many claims on this ground.

A. S. Whitehead: A car is loaded, shipped, roughly handled, leaks 75 bus. to 100 bus. and nothing is shown on the record. How about such a claim?

Mr. Howe: We give consideration to claims if shipper is a careful man.

Mr. Whitehead: I saw a car leaking for 10 miles, was repaired and no record made of it.

Mr. Howe: We try to have records made. Some publication [the Grain Dealers Journal] devotes space to cars seen leaking at various stations. We look these over and are fair to the shipper.

E. M. Wayne, Delavan: How about large and small scales?

Mr. Howe: If we could weigh all grain in the car in one draft we would be better off.

Mr. Wayne: Do you ever notice weight differences between markets?

Mr. Howe: Seldom. The less number of weights is more liable to be correct.

Sec'y Culbertson: Many of the dealers do not have weighing facilities and get weights from wagon scale weights.

Mr. Howe: I don't favor weights where grain is weighed on wagon scales into the elevators and then sent into the car without other weighing. The grain might not all run out of the bins, and might run into another bin. Naturally we do not care for such



More Illinois Grain Dealers at Peoria, Ill., May 10, 1921.

weights. Still, if the car is in bad shape we pay. I do not approve of weights arrived at in this manner.

Mr. Walker, Morganville: What then is your opinion where grain is run directly from a dump into the car?

Mr. Howe: Is there not sometime a chance that grain will go elsewhere? Still I think it is better.

H. A. Hillmer, Freeport: Years ago we had shipped a car and lost a load weight. A few months later we found the grain in another bin. This illustrates the human element in weighing.

A shipper: How do you check slip-shod business men?

Mr. Howe: Some dealers will mark down one figure and then erase. Another's scale will be lop-sided or it may be in the top of this elevator where he seldom goes or his scale may be in a dirty condition. In this claim business we reach every line of business and buy everything in the world. One man we deal with ships potatoes, another live-stock and another grain.

Shipper: I am on the C. & N-W. and never saw a man at my elevator.

Chas. Riley: What is your opinion about claim departments?

Mr. Howe: I would rather prefer to deal with the man who is going to get the money than a claim buro.

Chas. Riley: Our ass'ns are different than the buros. They relieve you from the handling of many claims.

Mr. Howe: We never have had much trouble with the ass'ns. If we have money coming to you we want you to get it.

Mr. Riley: Why do you prefer to deal with the real party?

Mr. Howe: Say I owe you \$15. I want you to get it.

Mr. Van Diver: What is the attitude of the C. & N-W. on payment of interest on loss and damage claims?

Mr. Howe: We don't pay interest. Another thing about 10% of the claims I get have no merit at all. This causes us unnecessary bookkeeping and cost.

Mr. Schultz, St. Louis: How about unreasonable delay?

Mr. Howe: If a car is unreasonably delayed we pay claims. We are paying claims on delay caused by the switchmen's strike. We probably would not have to pay these claims if we took them to court. Ordinarily with unreasonable delay we pay.

Chas. Rippin, Traffic Commissioner, St. Louis Merchants Exchange, expressed the opinions of Missourians on the high freight rates. He said

Federal control commenced in 1917. Many think the carriers were operated by the government. In fact they were operated by the same men as operated them before control, under the same conditions except the government assumed the financial risk.

A year ago these roads were returned after 26 months of operation at a cost of \$1,700,000,000. The guarantee for the 6 months following control cost \$450,000,000 more.

The I. C. C. established rates to return a 6% guarantee. The depression stopped movement and carriers are receiving no returns.

Then came the agitation for the ending of the national agreements and for a reduction in wages.

The public will object to paying ~~enough~~ carriers get a 6% return with present rates so high. It is still necessary to return the 6%.

It seems to me there is no other course but to appeal to Congress to repeal the regulation fixing a 6% return on the investment.

Mr. Van Diver: What is the attitude of the I. C. C. today compared with a year ago since Rule 15A makes I. C. C. responsible for rates.

Mr. Rippin: The I. C. C. was established for the protection of the shipper. Now they are ordered to give rates that will give 6%.

Mr. Van Diver: A bill before Congress would repeal this section of 15A.

Mr. Rippen: The Ass'n should go on record favoring the lowering of freight rates.

The report of the nominating com'tee read by E. A. McKenzie naming the new officers and directors was accepted.

Officers: Pres., Fred G. Horner, Lawrenceburg; vice-pres., E. E. Schultz, Beardstown; 2nd vice-pres., B. L. Christy, Galesburg, and treas., M. J. Porterfield, Murdock. W. E. Culbertson, Delavan, will continue as sec'y.

Directors: John Murray, Champaign; B. P. Hill, Freeport; U. J. Sinclair, Ashland; E. M. Wayne, Delavan, and E. E. Hammon, Gibson City.

Herbert Moore, Garber: Can't we individually and collectively work to forestall the work of the com'tee of 17, whose plans if carried out will bring pressure to get 5 year contracts for grain? After 1 or 2 years our business will no longer be profitable. So would it not be profitable to do a little personal work. Could we not get together locally during the next year?

Sec'y Culbertson: We get sectional problems and get closer to the real problems of the grain trade in local meetings.

Pres. Horner: It is hard to get members to appeal to their legislators. The sec'y must have the co-operation of the members.

Mr. Moore: If we could keep a large percentage of farmers from signing, we would have this thing stopped before it started. With the present wool situation this should not be hard.

A shipper: We could write letters to our patrons.

Sec'y Culbertson: Many farmer elevators are stock companies and are not in favor of this scheme.

Chas. Riley: The Volstead Bill about marketing is class legislation and we should adopt a resolution opposing it. Let each dealer find his man and have a heart to heart talk with him. Get his views and let him get yours. You leave nothing he can publish. This is an individual proposition at your station. The farmer is headed for trouble. Go and talk to him.

E. M. Wayne: I move we inform our Senators we are opposed to the Volstead marketing bill. [Passed.]

A shipper: Why not say the same about the other Volstead Act?

The following resolutions read by H. A. Hillmer were adopted before adjourning:

Resolutions Adopted.

Approve Feed Rules.

Whereas, in the past there has been no national uniform trade rules governing the transactions in feeding stuffs, and

Whereas, such uniformity being deemed necessary, proposed rules were adopted at Chicago March 11th and 12th, by joint committees representing the U. S. Feed Distributors Ass'n, Millers-National Federation, and Grain Dealers' National Ass'n.

Whereas, it will be a great help to the feed industry and to those who are active in bettering the existing conditions, be it therefore

RESOLVED that the Illinois Grain Dealers' Ass'n, now assembled at the 28th annual convention in Peoria, May 11th, 1921, go on record as approving the proposed National Feed Rules covering transactions in feed stuffs as adopted by the joint committee above named.

Reduce Rates and Repeal 6% Guarantees.

Whereas, owing to reduction in the value of grain at consuming points, and for export, the excessive transportation charges have further reduced the amount that can be paid the producer, and

Whereas, there is no incentive for the producer to exert himself in the matter of producing grain with such prices as these being offered for his product; and

Whereas, it appears that the rates are a result of the so-called 6% section of the Transportation Act which took effect on March 1, 1920. The said Section instructed the Interstate Commerce Commission to lay freight rates upon traffic that will yield as near as may be 6% upon the value of the railroad property devoted to the public use; and

Whereas, the Interstate Commerce Commission thru its Chairman in a public address stated that freight rates could not be reduced because they had not now yielded the 6% to the railroads which the Transportation Act under-

took to assure them of and no relief can apparently be expected from the Interstate Commerce Commission in view of this statement from its Chairman; therefore be it

RESOLVED, that it is the sense of this convention of the Illinois Grain Dealers' Ass'n, held at Peoria, May 11th, 1921, that freight rates on grain should be substantially reduced by congressional action in one form or another.

This Convention does not claim that the low prices are altogether due to freight rates recognizing that economical conditions have had something to do with the same, but nevertheless expresses itself as firmly convinced from actual observation and experience that the existing freight rate structure does stifle, obstruct, and prevent the movement of traffic and the sale of products at consuming points on a living basis to the producer thereof;

Whereas, present conditions are intolerable and important reduction in freight rates apparently cannot be made without a decrease in operating expenses, be it

RESOLVED, that in our opinion present rates of compensation to officers and employees are excessive and that abuses exist in the payment of employees which should be corrected—that eight hours service should be rendered where eight hours pay is received and in all cases value received in the way of service should be rendered for pay;

That a copy of this resolution, properly printed, be served on each member of the Illinois delegation in the House and Senate of the United States with a personal letter asking their best attention;

All to be accompanied by an earnest appeal to these various organizations to co-operate in working with members of Congress for the repeal of the 6% Section and an instruction to the Interstate Commerce Commission to reduce rates.

Convention Notes

A dentists convention at Peoria on May 9, 10, 11 filled the hotels to capacity.

Special cars were run to the convention for the convenience of the St. Louis and Chicago delegations.

On Tuesday evening the dealers were the guests of the Peoria Board of Trade at the Orpheum Theatre.

The ladies in attendance on Wednesday morning were shown the beauties of Peoria in automobiles and later were guests at luncheon.

The St. Louis delegation christened an over obliging Jefferson Hotel clerk "Lloyd George" and threatened to take him back to the St. Louis zoo with them.

Souvenirs distributed included: Blotters by the Liberty Mills and the Richardson Scale Co., mirrors by the Galesburg Molasses Feed Co., paper clips by Mayfield & Co., mirror-paper weights by Bert A. Boyd and E. E. Buxton, callendars by Ballinger & McAllister; fake matches and egg-sex detectors by Bert A. Boyd and celluloid combs and comb cases by Picker & Beardsley.

St. Louis representatives included: C. A. Winter of Goffe & Carkner; W. J. Klosterman of Klosterman-Patton Grain Co.; T. C. Taylor of Seele Grain Co.; E. Jolligin, of Langenberg Bros.; H. L. Boudreau of Ballard & Messmore; Lon Schultz and John Herron of Elmore-Schultz Grain Co.; H. F. Ketchum; Eugene Smith; S. L. Fisher; B. F. Joster; F. Sommers; Ward Smith; C. Bacon; Z. J. Montgomery; H. A. Whitehead; Chas. Rippin; Ed. Hasenwinkle; Fred Barkley; Mr. Beardsley of Picker & Beardsley.

CHICAGO representatives included: P. H. Schifflin and R. E. Andrews of P. H. Schifflin & Co.; W. N. Eckhardt and Gordon Hannah of Pope & Eckhardt; Frank Miller of E. F. Leland & Co.; W. M. Hirschy of J. C. Shaffer & Co.; Geo. Booth, of Lamson Bros. & Co.; Jack DeCourcy of Gerstenberg & Co.; W. K. Mitchell of Harris, Winthrop & Co.; E. R. Evans of Illinois Seed Co.; M. M. Day, H. Todd and A. Tunk of Simons, Day & Co.; Fred Stevers of Hales & Hunter; J. M. Crighton of Wegener Bros.; H. A. Foss and J. A. Schmidt of Weighing Dept., M. L. Vehon, E. J. Mayer, Sec'y. Walters; H. H. Newell; J. R. Mauff, Sec'y Board of Trade; Arthur Wood; W. H. DeBolt; H. L. Miller; E. M. Davis; B. L. Figeley; Geo. M. Brunfleck; John Wagner; B. F. Traxler; H. A. Rumsey of Rumsey & Co.; Wm. Timberlake.

[Continued on page 795.]

Development of the Concrete Elevator.

BY C. C. YOUNGLOVE.

As anything else newly developed, the concrete elevator has gone thru a process of development. The first country elevators of concrete were designed on the same lines as the square wooden elevator. The engineer simply placed his tracing cloth over the plans of a wood house and drew his concrete elevator, or so it appeared. Our first concrete elevator even had the same steeply pitched roofs as the wood houses. But, because the wood houses had at that time been in the process of improvement for some twenty years, the concrete houses copied after them are still a very good house.

Then came the concrete silos, round concrete tanks built for a song. This concrete silo would apparently make a fine grain bin. Then how natural it was for the silo builder to think he was a concrete grain elevator builder. Grain dealers can easily recall how many failures were reported, bursted tanks, wrecked elevators and lost grain in tanks built by these silo builders. It was uphill business for engineers in those days to overcome the prejudice against concrete because of these disasters. They had to explain and demonstrate that there is an entirely different pressure exerted by grain in bins from that of ensilage, and if concrete bins are properly designed to resist grain pressure they will not burst.

Thru the investigation of the failures engineers learned of the advantages of the circular walls and began to work them into their buildings. The elevator of this form consisted of a group of silos, four or six depending on the capacity wished. Such bin plans were arranged as shown in figure 1. But here is where the engineer cast good judgment to the wind in his attempt to reduce the cost of the elevator and to back up his stand against the popular silo builder with a good price. He sold capacity with no regard to number of bins or their arrangement.

The old wood elevator that handled grain so nicely, and still does, seldom had less than 9 or 10 bins, six of these deep bins and the balance overhead. This gave good sized bins that operators could usually fill nicely with one kind and grade of grain. If there was a small overflow from a deep bin it was easily taken care of in one of the overhead bins which was also well adapted to off grades and local trade. These wood elevators were designed on the good judgment of the elevator engineer, and then he reversed his own good judgment to save his business neck.

The business of the individual elevator owner and of the farmers company is con-

fined to small territory and they are compelled to buy not one class of grain as does the country receiving house of a mill or jobber, but they are forced to accommodate their trade by buying all kinds of grain grown in the territory, seldom less than three kinds and from one to three grades of each kind. In the ordinary country house of the silo type the big round tanks hold about 5000 bus. of wheat. One can readily see how wasteful these bins become under these conditions. The operator gets one of the bins partially filled with one kind and grade and then no more of that grain is hauled. If he uses the balance of the bin he must mix the grade. This ordinarily means lost profits.

Then there is risk of grain heating in these bins. When grain starts heating it must be moved or be ruined. With no available bin to turn it into or with all the big bins partially filled or full the operator is simply out of luck. He has to take his loss. Of course this doesn't always happen because the elevator operator with foresight keeps one of the big bins empty or only enuf of the risky grain in the bin that he can turn into a small bin, and so use all of the empty storage space left.

These large bins also put enormous loads on the corners of the foundation slab. The grain itself weighs about 300,000 lbs. This throws a great bending strain on the foundation slab and the tank tends to pull away from its neighbors. This is bad enuf on walls poured at the same time as the tanks and tied into them, but when one considers the silo builder who builds his tanks and then pours his connecting walls into grooves cast in the tank walls, the possible catastrophe is startling indeed.

In recent years some silo builders have come into the field with a type of house that not only reverses the good judgment of the old grain elevator engineers as to bin arrangement etc., but have even gone further than this, perhaps thru ignorance. They place their foundation slab literally on the grass roots, going no deeper to find firm bearing than the thickness of their usual 12 inch slab and then extend walls below and about this slab to a depth of 3 or 4 feet for no other purpose than to prevent a good shower from washing the earth from under the building. This certainly is hazardous under a grain elevator that is virtually a very slender six story building filled from wall to wall with grain. This depth barely removes the natural fill accumulated on a railroad site. The possibilities of a disastrous settlement under such buildings are entirely too great without deliberately courting trouble.

These silo builders use the foundation slab

as the work floor. They are not familiar with the long fight that the Grain Dealers Journal and the fire insurance companies waged before they got rid of the dark, damp and dangerous pit in the cheap old style elevator. These men have deliberately turned their backs on all good elevator practice in an attempt to develop a "flivver" elevator, a fireproof elevator that can be built for the price of a wood elevator.

The tile men used to say "cheaper than wood." But as has been wisely said, "There is nothing in this world that cannot be made a little worse and sold a little cheaper and the man who considers price alone is this man's victim."

To overcome these large bins some engineers have used curved walls of large diameters with radial straight walls. This does very nicely except that it brings back the dangerous and costly straight wall. In this form these walls are usually pretty long for grain bin walls and require from 7 to 9 inches of concrete. Likewise the steel bars must be placed in an exact location or the wall is apt to fail. With the unskilled and new labor that one must use in this class of work a superintendent is never quite sure that the steel is going in according to plans.

There has been a tendency lately to return to the good old square building with its ideal arrangement of bins. But with this return comes the extra expense in constructing and reinforcing concrete straight walls and the risk of incorrect steel fabrication.

How can the builder furnish the owner with a goodly number of well proportioned bins and still use the curved wall? The bin arrangement shown in figure 2 with construction gives ten strong bins. Two big circles are interlocked on each side of the alley way at their center points or as wished. These are designed as two separate tanks with strengthening bars where necessary. This plan provides the ideal bin arrangement, three well proportioned deep bins on each side of the alleyway and as many smaller bins overhead as desired. Each large bin helps support the other and the loads are compactly placed on the slab foundation. This arrangement makes for short spouting distances, assures positive flow of grain in moderate depths of pits and moderately high cupolas. Added to these advantages is the safe and economical curved wall construction. The straight walls are all short, forming the bins above the work floor and require almost no steel to reinforce them.

A building on this design makes a beautiful structure, if grain elevators can be called beautiful, graceful and dignified in appearance as seen in the illustrations of such an elevator built at De Smet, S. D., last summer and published on pages 144-145 of the Grain Dealers Journal for Jan. 25, 1921. Practical simplicity, free from superfluous lines and extremities is noticeable. The elevator at De Smet has 15 bins.

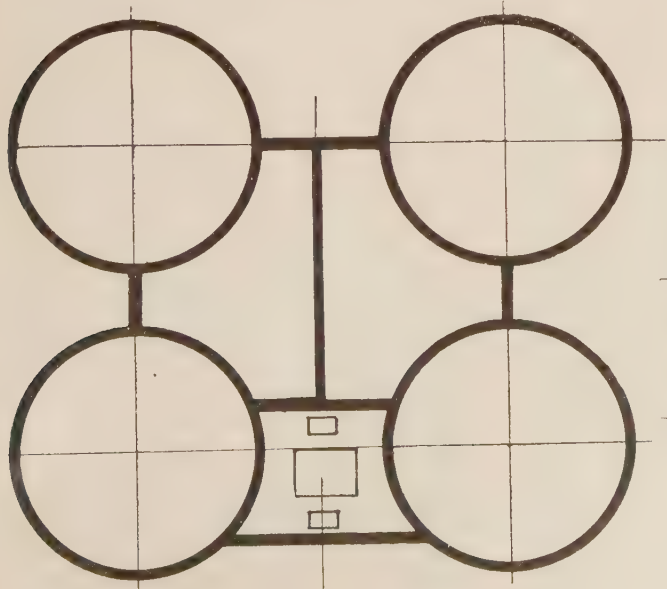


FIG. 1

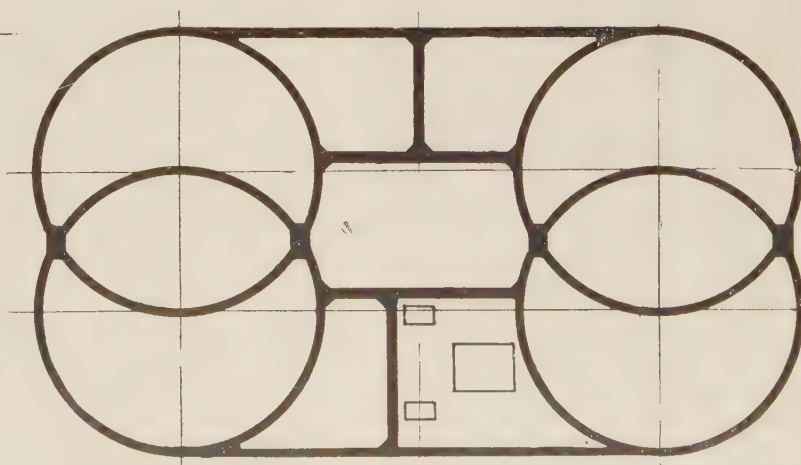


FIG. 2

The Development of the Concrete Country Elevator.

Missouri Grain Dealers Meet in St. Louis

The 7th annual convention of the Missouri Grain Dealers Ass'n was called to order in the Planters Hotel, St. Louis, at 2:30 p. m., Apr. 27, by Pres. Jesse J. Culp of Warrensburg.

The dealers stood while Dr. E. Crombie Smith, pastor of the Maple Avenue M. E. Church, pronounced the invocation.

W. J. Edwards, second vice-pres. of the Merchants Exchange, extended a hearty welcome, and said, "There is not another exchange in the Middle West as old as the Merchants Exchange. It was started 85 years ago when 25 businessmen got together and organized a social club known as a debating club, meeting monthly, then weekly, and in 1849 every day. The millers decided to organize the St. Louis Millers Ass'n and held meetings every day; and the grain men organized soon as the St. Louis Chamber of Commerce, and on Jan. 2, 1850, named themselves the St. Louis Merchants Exchange and met daily. Soon they had funds to erect a building on the levee with a large room for samples. They remained there until 1875, when they moved into the present building. The maximum membership was 3,676 engaged in all kinds of business. Later the grain men and millers found it desirable to have a smaller membership and there are at the present time 838 members.

"There has been a vast improvement in the past two or three years in river transportation. Up to Apr. 25, 1,500,000 bus. of wheat has been shipped out by the barge line.

"The Exchange and the State organization should do everything to help the farmer, as we are his friends."

Judge Ed. S. Harte of Boonville, Mo., responded on behalf of the visiting dealers, and referred to St. Louis as the logical market for wheat.

Pres. Culp delivered a vigorous address, from which the following is taken:

President's Address.

The President of the Missouri Grain Dealers' Ass'n is proud to say and can with all truth and honesty declare after twenty-five years of associating with grain men that there is no class of men with whom he would rather associate in business than grain dealers. Think of the fact that among the million of trades of Missouri grain dealers there has been only one dispute come up for arbitration in the last year. It is estimated that only about ten per cent of the trades made by country dealers are ever confirmed in writing yet one arbitration case in Missouri, twenty-three in nineteen years in Indiana and a little larger per cent in the National Ass'n is a record which any class of business men could well boast of. There is no doubt, due to the excellent work done in the ass'n that the low record of disputes in Indiana can be easily traced to the careful work of their Sec'y, Mr. C. B. Riley, who has taught the dealers to carefully confirm their trades in writing. He has also used great skill in settling disputes and making even arbitration unnecessary.

This unrest is not without cause. Some of us boys have not been doing our duty. A car of hay from Idaho selling at \$22 cost \$13 freight to St. Louis. Millet from Colorado selling at \$1.09 cost \$620 freight. Millet seed that paid 77 cents freight from eastern Colorado to Sioux City was worth \$1 in St. Louis.

Demagogues and politicians have been keeping themselves busy taking advantage of prejudices of people and trying to array one class against another. They use facts like those just given. Then without giving the conditions or the whole truth they tell the public that a bushel of wheat made into breakfast food at 35c a dish sells for \$432.50 and the farmer gets only \$2.00 for his wheat.

The demagogues have been teaching our people they ought to have one law for this and another law for that; when on the contrary our great progress has been due to lack of hampering laws. Too much law is drifting us toward socialism, communism, bolshevism and anarchy.

Co-operative Marketing.—There are in the state of Missouri a large number of co-operative elevators that are organized on a good, sound, financial basis. They have good, reliable men for directors and managers and will succeed in business. Most of them are members of Missouri Grain Dealers Ass'n. They, as well as the private dealers or corporations are serving the producers and consumers by transporting and distributing grain where it is needed. Any remarks which we shall make about co-operative marketing will be distinctly understood not to refer in any manner to these reliable institutions.

Everybody seems to be in favor of co-operative marketing provided it does what is claimed for it. But what is co-operative marketing. Let us turn to the State Board of Agriculture and read from "Co-operation and Marketing" and see if we can get an answer to our question. "Use of the term co-operative"—as you all realize the term co-operative is used in a variety of cases as a result of this, there is considerable confusion and diversity of opinion regarding the proper meaning of the term. * * * There are gradations between these extremes. As a result, it is difficult to discuss co-operative organization and a question of co-operative law, and convey a clear and definite idea of what is implied by the uses of the term." However, we are still for co-operative marketing no matter how indefinite.

Even in one of the great colleges of our state a teacher has been spending, I am told, ten to fifteen minutes of her teaching period each day talking about co-operative marketing and co-operative buying and has been telling how successful the co-operative store in Washington, D. C., has been. She has been uninformed of the fact that the store has failed several months ago. In our opinion co-operative marketing is that pot of gold at the end of the rainbow. It is that intangible something which will pay a high price to the producer and sell the same at a low price to the consumer without passing through the hands of any middle man or making any loss.

We must stand by our ass'n and stand man to man and do more than buy grain, do our duty to our country.

As illustrative of the care to be taken in reconstructing after the inflation of banknotes from 40 to 200 billions Mr. Culp told a good story of the driver of an automobile running on a smooth tableland and who kept shutting down frequently as a precaution against a smash-up when he came to end of the tableland, as he eventually must come.

Sec'y D. L. Boyer of Mexico, Mo., reported the finances of the Ass'n in a flattering condition, the receipts for the year of \$10,210.15 having left a balance in the treasury of \$2,723.41. In his report as sec'y he said:

Secretary's Report.

The year just passed will be long remembered by everyone engaged in the milling and handling of grain and grain products. During the three years prior to 1920 anyone engaged in this business could not help making money if he followed the customary manner of assembling grain at country points and milling it or shipping it to the terminals for distribution to the larger consuming centers. The past year has been an absolute reverse to this form, and in the short space of eight months we have seen prices slump to pre-war levels and below actual cost of production in some instances.

I believe there is not a man in this meeting who even dreamed that such a change could take place, and I believe that I am safe in stating that there is not a member of this Ass'n whose business for the past year does not show a loss, especially since the first of January of this year. Conditions have been such that it was impossible to do business without showing a loss, and our losses would be a great deal larger than they are if we did not have the privilege of hedging in future markets. This feature of our business has been the means of minimizing our losses to quite an extent.

All this has had its effect on our Ass'ns, but not in the same general way as it does on private business. The expense of our Ass'n has increased with the increased cost of passenger rates, and stationery and printing are still at their highest levels. There is one fact which seems worth mentioning, and that is that depressing business times cause members and non-members to stop and think about the Ass'n and to appeal to it for counsel and as-

sistance a great deal oftener than during prosperous times. Our correspondence this year has been almost doubled. This fact has caused us to feel that it takes depression to make some of us realize the value of our state and national associations.

Our Ass'n has continued to grow in membership and to prosper in proportion financially. We are pleased to announce that we have three hundred and fifty paid up members on our books and that we have more cash in the bank today than ever before in the history of the Ass'n at this time of the year. This condition has been brought about by a special effort on the part of some of our members to help this office get new members, and as a result of their united efforts we are able to report that we have received 80 new members during the past year, which gives us a net gain in membership of 45 over this time a year ago.

Local meetings.—One other feature which we feel is a big assistance to our members and which is a big assistance to our membership drive is our local meetings. We held meetings during the past year at Sikeston, Hannibal, Chillicothe, St. Joseph, Kansas City, Joplin, Springfield, Moberly and Sedalia. They were all well attended and a great deal of good was accomplished by them. We expect to begin holding local meetings this year the latter part of May or the first of June, and anyone interested in having a local meeting in his vicinity can have one by writing the office at Mexico.

Our Arbitration Com'te has had three disputes to consider. Two of them were settled before it was necessary to pass upon them by the Com'te, and the other one was decided and a report in full of the findings will be reported tomorrow by the chairman of the Com'te.

Legislation.—The activities of certain interests before our national lawmaking bodies and also our state legislature have kept us very busy defending our rights against the sentiments of the prejudiced, and in trying to prevent the passage of such legislation which we felt would prove detrimental to both producer and consumer. The wheat loss claim bills have been carefully watched by the com'te in charge of their passage, and just as soon as the 66th Congress went into regular session last fall the chairman of that com'te got busy and after considerable inquiry found that it would not be advisable to push the claims at that time owing to the large number of other bills before Congress, and action was deferred until the special session now going on. We are at present working with friends in Washington on the matter and are expecting daily to receive notice to come to Washington for the purpose of pushing these bills.

The next bill in Washington which drew the attention of the grain interests was the attack on future trading as a whole by certain interests who were over there trying to do away with this feature of the grain business. Every state Ass'n in this country stands ready to get behind any bill in regard to future trading which will have the tendency to correct or wipe out any unfairness or manipulation of future trading, but we are absolutely opposed to legislation which tends to handicap legitimate hedging operations. No testimony was presented in the January hearing in Washington that could be supported by anything except suspicion, and inasmuch as no constructive suggestions were offered the proposed bills were never reported out of the com'te. A bill is now under consideration at Washington.

Our state legislature has had a number of bills to consider which affected the grain business. The first of these was the consolidation bill which placed all agricultural departments under one head. This bill was purely a partisan measure and was backed by the present administration. Our Ass'n is not interested in the political phase of any bill nor did we hold any brief for any political appointee which this Consolidation Bill affected, but we opposed this measure because our state inspection department is maintained on a fee basis and the other departments coming under this consolidation are maintained from the general revenue fund. If the other departments run behind it can be made up out of general funds, but if the inspection department runs behind the country grain dealers of this state have to go down in their pockets and make up the shortage. We are interested only in the efficiency of the inspection department, and believe that men employed in this department should be selected because of their knowledge of grain grading and not because of their political beliefs. The bill was passed over all protests.

There was another bill presented which declared grain exchanges public markets and which gave co-operative companies the right to organize and to hold membership in exchanges and to pro rate their surplus earnings on the basis of amount of business done instead of stock holdings in said company. This bill was opposed by our exchanges not because they did not want co-operative companies to hold membership (they are already members of the Kansas City Board of Trade and the

St. Louis Merchants Exchange), but they were opposed to it because of the profit sharing feature which is the same as rebating, and which is a violation of exchange rules and also our federal laws governing discrimination in business practices. This bill was also passed over all protests.

There was one other bill which had a direct bearing on country shippers which we opposed. It provided that firms engaged in the buying and handling of dairy products and grain and who are operating two or more stations, should pay the same price at all stations, excepting actual freight difference. Testimony was presented to the Senate Agricultural Committee which clearly showed that this would not affect the country handlers of grain, but would work a hardship on the producer, and would cause him to receive a smaller price in favorable localities. We were successful in getting the committee to accept an amendment striking out the word "grain" from the bill.

Our loss and damage claim department has been active during the past year and has been successful in collecting a number of rejected as well as new claims, but it has not been patronized by our members nearly as much as it should be. This department is maintained purely for your benefit and you should use it whenever you have claims. A small fee is charged for this service, but it goes to the attorney who handled the claims, and your Ass'n makes no charge other than the attorney fee.

The loss and damage claim proposition is one of the most important problems of country shippers and you should keep fully informed on claim matters so that you will be in position to know when you have just claims and also if your scales are in condition to substantiate your loss. We have made arrangements with a prominent claim attorney, who is exceptionally well informed on these matters, to make a talk on this subject tomorrow morning and we urge that everyone present will make a special effort to hear this talk and to ask any questions you wish.

Treas. W. W. Pollock, of Mexico, Mo., said his financial statement had been given by the Sec'y. "It is remarkable that with the increased cost of everything we can make such a splendid showing. Everyone should get busy to see if we can increase our membership to 500. If the dealers do not get together it will be a serious matter for the grain dealers of Missouri."

Pres. Culp nominated A. C. Horter, F. W. Eggers, J. M. Richards, A. E. Klingenberg and J. D. Mead as the com'te to select officers for the ensuing year. A. H. Meinershagen, Aderton Samuel and A. J. Mann, as auditing com'te, and W. W. Pollock, J. O. Ballard, Cecil Wayland, Ed. S. Harte and Roger P. Annan, com'te to prepare resolutions.

B. L. Hargis, pres. of the Kansas City Board of Trade, delivered an address on "Boards of Trade: Their Uses and Abuses," from which we take the following:

Boards of Trade: Their Uses and Abuses.

In the early part of the war, wheat in this country was worth about 80 cents at terminal points, but it very quickly receded some 10 cents because of the fact that ocean tonnage was a doubtful factor and the large amount of wheat which had been sold to Germany had no possible outlet. Under the London Agreement an export contract is not nullified until the final date of the shipping period has expired and our exporters were in the position of holding cash wheat contracts or futures against cash sales to Germany when they were unable, because of the nature of their contract, to cancel any of these obligations until the final shipping period had expired.

Understanding, as we now do, that sales were made for as late deferred as October shipment, it can easily be understood how great was the hazard of this commerce at that time. Men stood by their guns and through the esprit de corps and high moral trade guaranties which our rules instil in members, all contracts were filled or cancelled according to the letter as well as the spirit of the obligation. The benefits of organized grain trading were never better exemplified than during that time, because with all the risk, the huge liability, there were not any conspicuous failures among exchange operators.

Wheat very steadily advanced until it reached unusual price levels, due to the great requirements of Europeans and the facilities afforded through futures for contracting in advance. So greatly was the demand in excess of the supply that wheat prices reached levels previously unknown.

Finally, the United States itself became involved in war, and the question of bread supplies to the war workers in this country and overseas became so acute as to make it necessary, in the opinion of the men directing the affairs of our country, to institute a food control. This was a problem never, before ap-

proached nor solved in a surplus country. Its difficulties were apparent from the beginning, because of the intimate intermingling and price inter-relation of one commodity to another. There can be no question as to the general efficiency and marvelous celerity of putting in operation and carrying to conclusion the serious business which confronted the men handling this new problem in world economics.

War Restrictions.—Grain merchants at the terminal points, that is, members of organized exchanges, accepted in good grace the restrictions placed around them whereby their sources of income were well nigh eliminated and at least reduced to so low a net rate that there was no adequate earning on the capital invested. When control became effective, wheat prices in the United States were generally 60 cents higher than the fair price level established by the Commission designated for that purpose. The producers of America felt a resentment during this first year because of the fact that many commodities were allowed to go to a supply and demand price level whereas there was an exact fixation for the grain producer on a basis of \$2.26 Chicago, for wheat which, as stated earlier, reflected to him some 60 cents less than competitive demand was netting. I mention this here merely to indicate what may have been the first dissatisfaction of the producer with market conditions.

The idea has become very prevalent in the public mind, through the adroit introduction of sensational news items by propagandists, that organized grain exchanges represent a cohesive body of organized money-sapping combinations. This is a most fallacious doctrine, and certainly, if there is any business factor in America which is the result of evolution and economical trade methods, these organized exchanges represent that type to the highest degree.

To secure the hedging privilege, there must be speculation, for without speculation at that season of the year when crops move beyond the point of domestic and foreign requirements, there is a surplus which must be absorbed by someone, and if it were to be carried by terminal or interior elevators without the security of a hedge, it could only be carried and would only be carried on a basis which would be sufficiently attractive to insure the purchaser a profit in the face of violent fluctuations and on basis of a purchase price which would induce the financial agencies to consider it first-class collateral for loans. On the other hand, late in the crop year, when farm supplies have been well nigh exhausted and the available stocks are at terminal points—without speculation, grain under hedge could hardly be released for milling or export without an unusual and undue enhancement in price.

These are the elements which make organized speculation not only desirable but very necessary. Speculation is the basis on which all development and growth is predicated. It might be termed vision.

Small Profits on Grain Exchanges.—It is conservatively estimated that at the present time the cost of handling consignments of wheat will range from 50 to 75 per cent of the commission secured. Organized grain exchanges, through their hedging facilities and their open cash markets, afford producers, country grain shippers, millers, exporters and others interested in the handling of grain, the opportunity to sell at any time on any day or to buy at any time on any business day, their wheat or other cereal grain supplies. It is thru the methods established by exchanges that so high a credit is extended to grain firms on comparatively nominal capital, at rates of interest never in excess of those charged the most conservative concerns in other lines of industry and usually at lower than the general commercial rates. Bankers know that with the policing of membership, careful scrutiny of business methods and the high character which must be established by an applicant for membership, before he is accepted, that they have an initial guarantee which rarely fails, that the member of an organized exchange makes an excellent moral and commercial risk. It is amazing that producers in a State like Missouri, where approximately two hundred million bushels of grain are annually inspected officially by Missouri State but Government licensed inspectors and of which only 15 to 25 million is Missouri grown should be persuaded to the idea that there is a large profit in the handling of grain, and that it has worked to their detriment to such an extent as to become an evil. Most assuredly, any farmer organization or any organization of clean-cut business men, capitalized, or in partnership, subscribing to the rules of an organized grain exchange, and conducting their business within the spirit of those rules, are not only able to obtain membership in an exchange, but are welcomed and sought.

On the other hand, to admit men to exchanges who at the time expound the idea that it is their preference to enter an organization and their intention after entrance to conduct their business along lines which they lay out, without regard to the restrictions which have been so helpful and necessary in the upbuilding of exchanges, is asking an unreasonable and unwarranted privilege.

It is inconceivable that men of sound train-

ing will assign to any one, five, seventeen or even a greater number of men the sole right to handle and to dispose of the product of their efforts over a period of five or even one year. It seems doubtful that such a note from a producer to move his crop solely through one agency could be enforced. On the other hand, if it is enforceable, he becomes a partner in the business and responsible financially, just as much in case of its failure as he would be in case of its success. The human equation is so much involved in the co-operative scheme of marketing, that in its final analysis the producer is confronted with the fact that he must delegate to some man or to some committee the policy as to when and how his grain crops shall be disposed of, and most certainly, it is economically unsound to assume that through control the laws of supply and demand can be set aside and made subservient to the will of a coterie of men who assume the obligation of fixing not only prices in this country, but for the world.

Frequently we have heard men say that no prominence is given in the newspapers to the good functions of exchanges. This is due to the fact that the public press prints items which have news value, and the fact that organized exchanges are going institutions, performing in a quiet way their service to the public, and that they have been doing this for a period of years, so that they have come to be recognized as an institution in society, divests the discussion of them favorably of any news value.

The accusation, on the other hand, that they menace the public and provide facilities which are harmful; that they should be destroyed; that new methods of marketing are being invented, does afford an item of news value and hence finds its way into the press. We have no fight with the press on this account, and their policies are established from long experience. A man lives from year to year, but it is not necessary for the newspapers to chronicle that history. He becomes an object of public interest only when he has attempted or accomplished something very unusual or has died.

Grain exchanges should, and I am sure will analyze themselves most carefully, and make needful corrections within themselves. The



Pres. A. H. Meinershagen, Higginsville, Mo.

idea of eliminating short selling or of limiting it is unsound, because our Constitution affords us a wide freedom in business transactions and just as much so to the seller as to the buyer of a commodity. The seller enters into a contract to deliver at a certain time, certain specified quantities and grades of grain. The buyer obligates himself to accept it. Limit the one and you must limit the other.

Private Wires.—Much criticism has been directed toward so-called private wires and this has been due largely to the fact that they are introduced into territory where they are not under the direct control of a member of an organized exchange, and through these facilities uninformed people who hold the unsound belief that grain futures afford an opportunity to get rich quick, waste themselves and their energies in a futile effort to get something for nothing. Such trading is harmful and is not encouraged, but possibly the only way to eliminate it is to eliminate the facility.

Indemnities, that is purchasing the privilege of making a contract to buy or to sell grain at some future date at a specified price, provided the market reaches that point, sometimes called "puts and calls" or "bids and offers," are instruments in grain trading which most of the members of exchanges believe should be eliminated for the reason that they afford the possibility of accumulating, over-balancing or top-heavy long or short lines of grain which may temporarily affect prices, whereas without these indemnities the trading of individuals who insure through them or by them would be much restricted.

These corrections will unquestionably be made. It should be to your very great interest to see that hysterical legislation is not enacted; that sound business and moral methods should direct that the up-building rather than the destruction of exchanges is necessary, and you should know and I am sure do realize that no greater calamity could befall the American people, whether from the viewpoint of the producer or the consumer, than the destruction or restriction of organized grain trading, so that the present facilities would be rendered wholly or partially impotent.

Pres. Culp announced the banquet to be given at 7 p. m. by the St. Louis Grain Club.

Chas. B. Riley, Indianapolis, Ind., sec'y Indiana Grain Dealers' Ass'n, spoke on "What's the Matter With Business," as follows:

What's the Matter With Business?

Some years ago the people of Kansas were in an agitated and disturbed condition of mind about everything except their religious status. William Allen White, publisher of the Emporia, Kan., "Gazette," wrote a famous article on "What's the Matter With Kansas." It went the rounds and had its influence in the direction of bringing sanity to the people of Kansas and respect and confidence from without the state.

This article, in greater part, could be properly applied to the general conditions throughout the whole country now, as there never has been a time when all the people from Maine to California were so unsettled and less mindful of their moral and legitimate business status and obligations and more inclined to repudiate and quibble over contracts and stand on the street corner, howling and slinging mud at other classes.

Repudiation of Contracts.—We are informed that some of the best, or what have previously been known to be good men and good business firms in the whole country, including the great Eastern States and cities, do not now hesitate to refuse to carry out their contracts if the market recedes a few cents; the same with vendors of other merchandise. Simply this miasma of discontent and repudiation has so dulled the business sense and integrity that the man who wants to be square under all conditions is sometimes very lonesome. This condition does not apply to recalcitrant grain and milling interests alone, for we hear of it in all other lines. For instance, we heard of a clothing firm that made a contract for a \$50,000 stock of clothing some months ago for deferred shipment, and when the price began to decline they simply cancelled the order, which meant the seller must either sue them for damages account of breach of contract or swallow his loss, if damaged.

The papers carry notice of a suit filed by a flour milling and sales company against some buyers in this state who refused to carry out their contracts when flour began to decline in price. We know nothing about the extenuating circumstances, if there were any, but the probabilities are that if the flour had advanced the buyers would have mortgaged their possessions, if needs be, to pay for it, but when the price fell, they refused to take it. We also notice in the public press, one or two firms of terminal market dealers, who have been members of grain dealers ass'ns for twenty years or more, having subscribed to their rules and regulations, including such as provided for arbitration of trade differences, are now seeking to evade the rules and their solemn obliga-

tions and have brought suit to enjoin one of the ass'ns from requiring the very thing done that they had agreed to do and the very excellent rule possibly they had in times past availed themselves of many times. So, we find this miasma of discontent and disregard of obligations goes on and there must be some reason for it.

We do not know where it all comes from, but we believe a part of it comes from the teachings of certain organizations and some high up individual propagandists, including some publishers and possibly a few public officers, who attribute dishonest purposes to all others with whom they disagree and desire to supplant, while trying to build up their own interests, organizations and ass'ns. This for the purpose of and resulting in corrupting and prejudicing the minds of such as they desire to prey upon, all of which is destructive to American ideals and principles.

We could name organizations that have, for the purpose of increasing their membership, their power and their treasury, condemned certain commercial classes in toto by their appeals to the cupidity, ignorance and prejudice of their people on that basis.

Some of the laws of our land have been constructed on the theory that it was wrong for one class of business men to do the thing or things that other classes might do with impunity. For instance, the anti-trust laws, both federal and state, forbid pooling in restraint of trade, on the part of merchants and business interests in general, while the laborers and agriculturists are exempt, so the favored ones have accepted such immunity as not only a legal but moral right, while it is our conviction that if it is immoral and illegal for one class of Americans to do certain things, it is immoral and should be illegal for others.

While the middle states may be much freer from this awful destruction of confidence and corruptive influence than some other states, yet it is found here in proportions that are more or less alarming. If the sane and honest people do not help check the growth of the evils, we may in time have a North Dakota condition right here and William Allen White may again take his pen in hand as he did for Kansas. Our hope lies in the fact that the business interests of these states are so divided that we are not all industrial or all agricultural and such a peculiar divergence of interest may ultimately keep us out of the slough of moral turpitude into which other states have fallen.

We urge the trade to avoid the propagandist, the man or organization that seeks to build a selfish structure on the alleged wrongful acts of others, for such propaganda is usually conceived in selfish sin and the promoters are willing to go to any length to inflate the importance of their schemes or organizations, even to destroy legitimate business interests.

I am far from being a pessimist, and know how brightly the sun shines and will continue to shine, but too many people are in an abnormal state of thought and practices, possibly resulting from the demoralizing influences of the great World's War, but in any event, abnormal which calls for the best effort on the part of all good citizens to correct the situation that we may get back on a higher plane of personal and commercial integrity as in the past.

Until certain classes began to devise ways and means of developing false sentiments against the middle man, labor against its employers, politicians against their opponents, and the public press exploiting its head lines that too frequently are sensational and misleading, this was a veritable Garden of Eden in which to live, but the tree of forbidden fruit seems to have born a bountiful crop and many hitherto well meaning citizens have eaten of it and fallen from their high estate and joined in the general charge against mankind, with the designing propagandists leading the onslaught upon the different units of society.

Hon. Henry C. Wallace, Sec'y of Agriculture, while in attendance at the farmers' co-operative marketing meeting, held in Chicago, the 6th and 7th, gave wise counsel to the farmers and we think the principle involved can be properly applied to all other classes. He said, * * * "This is no time to be ruled by prejudices. We are in competition with the farmers of the world. We have a supply of farm products far in excess of present demand. Our troubles are in large part due to world conditions which we can not control but to which we must adjust ourselves as best we may. It is not a time, therefore, to try quack nostrums which leave the patient worse at the end than when he began to use them." * * *

This year of 1921 should be one that will inspire our people to practice the principles promulgated by one of the great organizations whose slogan is, "He Prospers Most Who Serves (Society) Best." Let all serve their communities in the best and most complete manner on a Golden Rule basis and go forward with the smile of hope and determination on every countenance, then the troubles that are abroad in the land will begin to disappear for the false doctrines that have been and will be promulgated by certain classes and peoples will be so far understood and discredited that

the whole people will say—"Get Behind Me, Satan."

Adjourned to Thursday morning.

Thursday Morning Session.

Thursday morning's session began with an appeal by E. L. Bevan of the Near East Relief for an endorsement of that work, and the following resolution was adopted:

Resolved, That the Missouri Grain Dealers endorse the Near East Relief and ask the co-operation of the farmers.

W. K. Vandiver, transportation commissioner of the Grain Dealers' National Ass'n, repeated his remarks as given on page 683 of the Journal for Apr. 25.

John Dower, supervisor of weighing for the Merchants Exchange: It has always seemed to me an unjust discrimination against the country shipper in the payment of his claims. The shipper should be placed on the same parity with the shipper from one terminal to another.

Mr. Riley: The difference is that at the terminal market the door is placed by a car condition employee of the railroads. Nineteen-tenths of the country shipper's claims can be collected by law. The country shipper who will protect himself in the courts will have no trouble.

Mr. Vandiver: I have taken up with the Bureau of Entomology the matter of fumigation of cars which had contained weevil in grain.

Owen L. Coon, Chicago, Ill.: Sixteen thousand grain claims were filed against the Missouri Pacific last year, and 12,000 against the Rock Island. Last year I presented more loss and damage claims than ever before. Fifty per cent more money was paid out last year on the Rock Island claims than the year before. In 60 days I have adjusted 628 claims.

Mr. Pollock: How do you account for the increase in claims?

Mr. Coon: Two reasons: the switchmen's strike delaying transit and claims for deterioration during the germinating season of corn, while at the same time the market started to drop. The second reason is that car equipment has been in abominable condition as evidenced by the large number of transferred cars.

With regard to grain door leaks there has been a change of policy the last year. We have not had any difficulty in getting settlement of grain door claims from most of the western roads.

Where record is defective you can get 50 per cent on wagon scale weights. You will make money by discarding your wagon scale.

Mr. Dower: We get 1,000 cars a year from Minneapolis with a declaration of weight and I found a discrepancy of 100 lbs. to the car. A lot of 100 to 150 cars from Chicago showed a discrepancy of 40 pounds per car.

Mr. Coon: I do not believe you will have any trouble in collecting a claim on wagon scale weights at destination when obtained under supervision.

If your own record of scale performance is good you should have defective record car claims paid in full. The Rock Island has a ledger in which is entered the name of every shipper, and some of them show overruns of 4,000 lbs. If 500 lbs. over and under it is time to call in a scale inspector.

Dower: The seal record is very necessary on both end and side doors of cars.

Mr. Coon: It is as Mr. Dower says. How do you know the record is defective unless you have the grain sampler's seal and the unloading elevator's seal? When the sampler applies his seal your own seal may have gone, and as the car on arrival at the elevator has a good seal of the sampler it is an apparent clear record car, when it was not so in fact. Chicago, Indianapolis, Cairo, Omaha and Minneapolis have a record.

Mr. Dower: The system was started by St. Louis 11 years ago.

Mr. Coon: You will have less trouble if you will put the exact weight on the B/L. Put on the seals and the loading weight and it will help you along.

The Illinois Central and the eastern lines are taking only 1/8 of one per cent on all kinds of grain.

Adjourned to 1:30 p. m.

Thursday Afternoon Session.

E. T. Stanard, St. Louis, Mo., urged the adoption of the rules of the U. S. Feed Distributors' Ass'n, and the rules were approved. They were published in full in the Journal, March 25, pages 519 and 520.

Sec'y Boyer read the report of C. A. Morton, chairman of the Transportation Com'te, as follows:

Transportation Com'te Report.

The activities of the Transportation Com'te have not been so very great this year, inasmuch as the country is still more or less under the same character of control which was in effect during the war. In other words, the railroads are still on probation and efforts to bring about any change in rates or various practices, meet with a frown from the Interstate Commerce Commission. However, there is a great deal going on in a quiet sort of way and a gradual and comprehensive preparation being made for the big struggle over railroad rates when it is found that the present charges are unsatisfactory from every point of view.

Thru the activity of the Transportation Com'te and your Sec'y, a vigorous statement was presented to the Interstate Commerce Commission in the matter of minimum weights, and we are pleased to say that the efforts of the Missouri Grain Dealers' Ass'n., and the St. Louis Merchants Exchange resulted in a 40,000 lb. minimum being adopted. Most of the terminal markets and some of the big shippers insisted that 60,000 lbs. absolute minimum was sufficient, while most of the parties interested expected that 50,000 lbs. would be the amount adopted.

There is at present before the Interstate Commerce Commission, hearing in regard to the rates to the Mississippi Valley territory. The Missouri Grain Dealers are all very much interested in this hearing for the bulk of the grain shipped from this state goes into that district unless it is exported. The matter involved is one of violation of the 4th Section of the Interstate Commerce Commission Act which provides that no rate to an intermediate point shall be higher than to some point beyond. Owing to the recent advances, a great many cases of this kind have happened, and the railroads in an effort to clean them up, have decided to raise all the rates which are in conflict. Your Ass'n through the Sec'y has entered a protest. Hearings are being held and some sessions will be held in St. Louis this week. It is the belief of your Railroad Com'te that railroad rates are already so high that production will be seriously curtailed, and we are therefore making an effort to have them reduced.

There is in every direction, a demand for lower railroad rates, and it is the intention of your Sec'y and the Railroad Com'te to see when the reductions begin that the Missouri dealers get their just dues, and in no case will be discriminated against.

It has been the custom of the Railroad Com'te each year to refer to the question of claims, and all we can say at the present time is that the railroads are beginning to apply the rules in regard to approved weights, more stringently, and undoubtedly every shipper who has not complied with the tariff provisions in regard to his scales, will find it next to impossible to make collection of his claims.

On motion the report was received and filed.

The auditing com'te found the accounts to correspond with the report.

The Arbitration Com'te report as read by Sec'y Boyer reported only one case, and that was due to a difference in the grading of a car of corn.

Mr. Riley suggested an endorsement by the officers of strict enforcement of arbitration rules by the Grain Dealers National Ass'n. Carried.

Mr. Horter presented the following resolutions for the com'te on resolutions:

Resolutions.

Regulation of Grain Exchanges.

RESOLVED, that we look with apprehension upon any radical legislation directed against the present system of handling grain on grain exchanges, which system is the result of two generations of experience and study. Be it further

RESOLVED, that we urge upon the officers and directors of grain exchanges that they take

steps to correct abuses, if such exist, in over-speculation, manipulation or market news dissemination. Be it further

RESOLVED, that we believe the best interests of the grain trade are not served by private wires operating in small towns and urge the discontinuance of such service.

Weight Supervision Approved.

RESOLVED, that we endorse the present system of supervision of weighing grain as conducted by the Merchants' Exchange of St. Louis.

Government Urged to Cease Commercial Activities.

Whereas, the continued activities of the Department of Agriculture of the United States government along the line of invasion of private business, particularly thru the activities of the Bureau of Markets, and

Whereas, these activities are becoming more and more apparent and widespread, and evidencing more and more a determination on the part of the Department to substitute the political middleman for the commercial middleman; therefore, be it

RESOLVED, that the Missouri Grain Dealers Ass'n call upon the Department of Agriculture at Washington to cease its commercial activities and confine itself to the proper functions of said department, which said functions in no way relate to trade or traffic in farm products, but wholly and solely to production. In other words "more business in government and less government in business."

Exorbitant Freight Rates.

Whereas it appears from exhibit prepared by the Merchants Exchange of St. Louis showing the average price per bushel of Wheat, Corn, and Oats at Maryville, Mo., for the year of 1913 and the price at Maryville, Mo., on April 4th, 1921, also showing the freight rates and the percentage proportion of the grain value at Maryville, Mo., represented by freight rate from Maryville, Mo., to New York, N. Y., Charleston, S. C., New Orleans, La., and Thomasville, Ga., as follows:

Average price per bushel of wheat, corn and oats at Maryville, Mo., for the year 1913.

	No. 2	No. 3
Wheat	98.82	63.49
Corn	63.49	38.68
Oats	38.68	

Average price at St. Louis. 7.05 6.02 3.44

Average price at Maryville. 91.77 57.47 35.24

PRICE per bushel of wheat, corn and oats at Maryville, Mo., on April 4, 1921:

	No. 2	No. 3
Wheat	149.00	56.00
Corn	56.00	38.25
Oats	38.25	

Less freight Maryville to St. Louis 13.50 12.60 7.20

Price at Maryville 135.50 43.40 31.05

RATE Maryville, Mo., to New York, N. Y.

Oct. 1, 1913. April 4, 1921.

Wheat per 100 lbs. 30 62c

Corn and oats per 100 lbs. 29 62c

Proportion of grain value at Maryville, Mo., represented by freight rate Maryville to New York.

Wheat per bushel 20.1% 27.5%

Corn per bushel 29 80

Oats per bushel 27 63.9

Rate, Maryville, Mo., to Charleston, S. C.

Wheat per 100 lbs. 36 62.5c

Corn and oats per 100 lbs. 35 62.5c

PROPORTION OF GRAIN value at Maryville, Mo., represented by freight rate Maryville to Charleston, S. C.

Oct. 1, 1913. April 4, 1921.

Wheat per bushel 24% 27.7%

Corn per bushel 34.8 80.6

Oats per bushel 32.4 64.4

Rate, Maryville, Mo., to New Orleans, La.

for export.

Wheat per 100 lbs. 22 46c

Corn and oats per 100 lbs. 21 46

Proportion of grain value at Maryville, Mo., represented by freight rate Maryville to New Orleans. (Export.)

Wheat per bushel 14.5% 20.3%

Corn per bushel 20.7 59.3

Oats per bushel 19.3 47.4

Rate from Maryville, Mo., to Thomasville, Ga.

Wheat per 100 lbs. 44 75c

Corn and oats per 100 lbs. 43 75

Proportion of grain value at Maryville, Mo., represented by freight rate Maryville to Thomasville, Ga.

Wheat per bushel 29.3% 33.2%

Corn per bushel 42.6 96.7

Oats per bushel 39.7 77.3

The prices of grain shown above were taken from the Annual Reports of the Merchants Exchange of St. Louis, Mo., and are official.

To arrive at rate of freight per bushel, multiply the 100 lbs. rate by .32 on oats, .56 on corn and .60 on wheat.

That owing to the prices of grain in Missouri as shown above and the excessive increase in freight rates which has occurred it takes a very much larger proportion of the value of grain on board F. O. B. cars at country stations in Missouri for its transportation to representative destinations where it is consumed than was the case heretofore. The relative proportion of transportation expense compared with country station value has increased to an extraordinary extent; and

Whereas, owing to the reduction in the value

of grain at consuming points coupled with the excessive transportation charges the producer at country stations in Western Missouri is frequently getting less than \$1.00 per bushel for his wheat, \$.25 for his oats and \$.50 per bushel for his corn; and

Whereas, there is no incentive for the producer to exert himself in the matter of producing grain with such prices as these being offered for his product; and

Whereas, it appears that the rates are a result of the so-called 6% section of the Transportation Act which took effect on March 1, 1920. The said section instructed the Interstate Commerce Commission to lay freight rates upon traffic that will yield as near as may be 6% upon the value of the railroad property devoted to the public use; and

Whereas, the Interstate Commerce Commission thru its chairman in a public address stated that freight rates could not be reduced because they had not now yielded the 6% to the railroads which the Transportation Act undertook to assure them of and no relief can apparently be expected from the Interstate Commerce Commission in view of this statement from its chairman; now, therefore, be it

RESOLVED, that it is the sense of this convention of the Missouri Grain Dealers Ass'n that freight rates on agricultural products should be immediately reduced by Congressional action in one form or another to the basis in effect prior to the last advance;

This convention does not claim that the low prices are altogether due to freight rates, recognizing that economical conditions have had something to do with the same but nevertheless expresses itself as firmly convinced from actual observation and experience that the existing freight rate structure does stifle, obstruct and prevent the movement of traffic and the sale of products at consuming points on a living basis to the producer thereof;

Railway Labor Overpaid.

Whereas, present conditions are intolerable and important reduction in freight rates apparently cannot be made without a decrease in operating expenses, be it

RESOLVED, that in our opinion present rates of compensation to officers and employees are excessive and that abuses exist in the payment of employees which should be corrected; that eight hours service should be rendered where eight hours pay is received and in all cases value received in the way of service should be rendered for pay.

Uniform Feed Rules Approved.

Whereas, in the past there have been no national uniform trade rules governing the transactions in feeding stuffs, and this being necessary, proposed rules were adopted at Chicago March 11 and 12, by joint com'tes representing the U. S. Feed Distributors Ass'n, Millers National Federation and Grain Dealers National Ass'n.

Whereas, it will be a big help to the feed industry and to those who are active in bettering existing conditions, be it therefore,

RESOLVED, that the Missouri Grain Dealers Ass'n go on record as approving the proposed National Feed Rules covering transactions in feedstuffs as adopted by the joint com'te above named.

Near East Relief Endorsed.

Whereas, 110,000 fatherless and motherless children in the Near East are absolutely destitute, and there are still approximately 150,000 little ones to reach, be it

RESOLVED, that this convention of the Missouri Grain Dealers' Ass'n endorse the work of the Near East in its efforts to relieve these destitute conditions, and be it further

RESOLVED, that the members of the Missouri Grain Dealers Ass'n, individually support this movement, and ask the co-operation of the farmers in their immediate district to assist them in this "Gift Corn" project.

The resolutions were unanimously adopted.

Officers for the ensuing year, as reported by the nominations com'te, were unanimously elected, as follows:

Pres., A. H. Meinershagen, Higginsville, Mo.; vice pres., W. T. Lingle, Bethany, Mo.; treas., W. W. Pollock, Mexico, Mo.; directors for two years, A. J. Mann, Clinton; J. S. Klingenberg, Concordia; Ed. S. Harte, Boonville; Cecil Wayland, Carrollton, and Jesse J. Culp, Warrensburg, Mo.

Adjourned sine die.

Convention Notes

J. Instone, Chicago, represented the Richardson Sale Co.

From Indiana: Chas. B. Riley, Indianapolis, sec'y Indiana Grain Dealers Ass'n.

From Burlington, Ia., came R. E. Wiese of the Trans-Mississippi Grain Co.

Sec'y D. L. Boyer got a well-earned re-appointment by the directors for the ensuing year.

Chicago receivers were represented by Jack DeCourcy of Gerstenberg & Co., and R. O. Cromwell.

Mutual insurance was represented by W. G. Richmond of the Omaha office of the Grain Dealers Fire.

From Kansas City came I. Urdike of the Armour Grain Co., Ted Sloan of B. C. Christopher & Co., and E. D. Bigelow, sec'y Board of Trade.

Country shippers to the number of 103 wrote their names on the register, and 166 terminal market men, but only one-third attended the sessions.

Registration of visitors was in charge of Ed. Loesch, ass't sec'y of the St. Louis Merchants Exchange, assisted by Miss Jessie Masterson of St. Louis, and Polly Ann Miller of Mexico, Mo., while Mrs. Douglas L. Boyer pinned on the badges.

The St. Louis Grain Club lived up to its excellent record as providers of entertainment for the grain dealers. A good dinner was followed by a high class cabaret, with never a dull moment from 7 to 10 p. m. Joe Mead won the "Liberty" bond bet with the "balance" left over from the entertainment fund, but she took his watch when he held her close. The real Alaska Indian made a hit, and the corps of ballet dancers were not burdened with too many clothes.

The new president, A. H. Meinershagen, has been in the milling and grain business since 1904, beginning as bookkeeper for the Eagle Mill & Elevator Co., of which he is now manager. When the plant was burned in 1909 an elevator only was erected, and Mr. Meinershagen made manager. In his own community he is recognized as a man of great public spirit. The company built a live stock pavilion, the accommodation of which is taken advantage of by all the farmers to hold their annual sales of pure bred livestock.

Among the Missouri dealers in attendance were: W. D. Bastian, Alma; H. F. Bauer, Stover; Jesse J. Culp, Warrensburg; John J. Dwyer, Silex; F. W. Eggers, Hermann; Louis Fusz, Washington; L. Hank, Holden; Edward Hildebrand, Rush Hill; Ed. S. Harte, Booneville; H. R. Horstman, Blackburn; C. R. Karenbrock, Wentzville; J. S. Klingenberg, Concordia; E. Marheineke, St. Peters; J. L. Moore, Commerce; W. W. Pollock, Mexico; J. M. Richards, Hannibal; E. H. Sandbothe, Silex; Frank M. Ward, Craig, and Geo. Wolf, Jr., New Haven, Mo.

THE GERMAN GOVERNMENT is continuing to buy big quantities of foreign wheat in order to keep larger reserves. The purchases have been contracted on the American market at far lower prices than before. Prices average about one-third compared with last year.—S.

IF GERMANY SHOULD be able to pay the lump sum of \$12,500,000,000 which she proposes, it should go a long way toward relieving the financial stringency of the nations who receive this money, and to enable them to finance whatever purchases they may desire to make. This will temporarily take Germany out of the market as a cash buyer, but will improve her credit so that she should be able to finance her imports of whatever breadstuffs, or other raw materials she may require.—Ichtertz & Watson.

Seeds Movement in April.

Receipts and shipments of seeds at the various markets during April, compared with April, 1920, were as follows:

FLAXSEED.				
Receipts		Shipments		
1921.	1920.	1921.	1920.	
Chicago, bus..	18,000	50,000	22,000	4,000
Duluth, bus..	144,280	111,304	154,315	10,950
Milwaukee, bus.	44,170	30,360		
Ft. William, bus.	489,096	50,355	521,998	39,782
Minneapolis, bus.	432,650	163,500	102,510	38,430
Winnipeg	122,500			
TIMOTHY.				
Chicago, lbs..	2,601,000	1,212,000	2,396,000	1,626,000
Milwaukee, lbs.	345,690	1,754	432,160	298,370
Toledo, bags..	541	4,430	13,255	3,074
CLOVER.				
Chicago, lbs..	1,570,000	760,000	1,594,000	743,000
Milwaukee, lbs.	145,800	90,465	1,114,562	86,633
Toledo, bags..	2,688	941	6,420	1,965
OTHER GRASS SEEDS.				
Chicago, lbs..	1,144,000	1,122,000	2,396,000	1,626,000

Seeds

HARTFORD, CONN.—A protest against the proposed seed law has been filed by seedsmen.

KANSAS CITY, Mo.—B. P. Harper, formerly with the Croysdale Grain Co., has organized the Harper Grain & Seed Co.

GRAND JUNCTION, COLO.—W. L. Burgess, pres. of the Grand Junction Seed Co., is recovering from a recent operation.

MINNEAPOLIS, MINN.—George H. Hutchison, of the Albert Dickinson Co., has purchased a membership in the Minneapolis Chamber of Commerce.

FERGUS FALLS, MINN.—The Courtney Seed & Feed Co. has been incorporated with a capital stock of \$50,000 by W. J. Courtney, F. Ru and J. W. Rodekehr.

GRAND RAPIDS, MICH.—The Grand Rapids Growers Ass'n now located in larger quarters in the Wykes Elevator announces that it will deal extensively in Michigan grown seed.

WINAMAC, IND.—The Winamac Farmers Elevator, which handles considerable seed, has erected additional seed bins from where the seed may run into the seed cleaners by gravity.

SEED PURCHASERS of Montana and North Dakota numbering 10,000 have borrowed money from the government according to Sec'y of Agriculture Wallace in an announcement made on May 1.

MINNEAPOLIS, MINN.—Northrup, King & Co. have registered a design of a sack with in double circles as their trademark No. 142,090 for use on garden seed. Within the double circles is the word "Sterling" and within the sack is the phrase "N. K. & Co.'s Sterling."

EVANSVILLE, IND.—The Mercantile-Commercial bank of this city, trustee for W. H. Small & Co., has been given a judgment in the probate court against the Dave Peck Seed Co. for \$52,614.30. The money is to be received from the Lamasco bank, the receiver for the Peck Co.—C.

LEIPZIG, GERMANY.—The importation of red clover, alfalfa, serradella, white and other kinds of clover, grass seeds of all kinds, beet seeds and all other agricultural seeds is now allowed without limitation. No special permission is necessary. This order became effective April 12.—S.

LAFAYETTE, IND.—Larvae of the clover leaf weevil have destroyed many acres of clover in Tippecanoe county. The fields have the appearance of having been set on fire, so complete has been the destruction. Fortunately the territory affected is limited and the larvae have reached a size that indicates they will soon have their cocoons formed. No further damage is expected this year.—C.

MINNEAPOLIS, MINN., May 5.—There is apparently little interest in raising flax. We have not heard of any farmers who contemplate seeding a large acreage as in the past. Most of the flax in the Northwest this year will probably be in small patches. We judge from the reports received, that the flax acreage will probably be reduced from 40 to 50% from last year.—Van Dusen Harrington Co.

NEW YORK, N. Y.—Julius Loewith, Inc., has succeeded Loewith, Larsen & Co. Julius Loewith is an expert seedsmen, having studied and engaged in the seed business in Europe for ten years prior to his coming to the United States in 1906. He entered the seed brokerage business in this country in 1909, under the firm name of Julius Loewith. In 1910 Paul Larsen was taken into the firm and the firm name was changed to Loewith, Larsen & Co. Mr. Larsen remained with the firm for 10 years and retired in October, 1920. Mr. Loewith is now the controlling factor in the business.

EVANSVILLE, IND.—Evidence was heard in the Vanderburg county superior court recently in the suit of John Schultz against the Central Warehouse Company, W. H. Small & Co. and the Mercantile-Commercial Bank. The suit was brought to compel the defendants to turn over 300 bags of timothy seed alleged to have been stored in the warehouse two years ago. The case was taken under advisement.—C.

THE MARKET has gotten to a place where there is no inducement or encouragement for the farmer to plant flax. The stocks of seed at northwestern terminals are large, but with the opening of navigation soon will disappear. Several large mills on the lakes were shut down because their seed stocks are exhausted, and will probably start to run as soon as seed is shipped by water from the head of the lakes.—Archer Daniels Linseed Co.

FIELD PEAS FOR WISCONSIN is an interesting 24 page booklet written by E. L. Delwiche of the Agri. Experiment Station, University of Wisconsin, Madison, Wis. It explains the sections adapted to the production of peas, and explains the care and method of culture. Of the care of the seed the booklet warns about the necessity of keeping the seed dry at all times. In conclusion is explained the value of the crop as a fertilizer as well a warning, "Do Not Mix the Varieties."

SHERMAN, TEX.—The stockholders of the Pittman & Harrison Co., at a meeting May 2 authorized the increase of the capital stock of the company to \$250,000. A new board of directors was elected consisting of Dick O'Bannon, F. Y. O'Bannon, R. J. Benzel, E. L. Benzel and J. W. Hassell. The directors met and elected Dick O'Bannon, pres. and general manager; F. Y. O'Bannon, first vice pres.; R. J. Benzel, second vice pres., and E. L. Benzel, sec'y-treas.

TOLEDO, O.—Clover seed has been quite active this week. The October has had weak, as well as strong spells. December is only about 10 to 15c under October. Our advices from Ohio, Indiana and Michigan would indicate the freeze sometime ago didn't hurt the crop, although a few letters say probably a little damage was done. The weather lately has been excellent and no doubt the market will be governed largely by the orders received. Any amount of selling is likely to cause a sharp break and active buying a further advance. A year ago today October Clover Seed closed at \$24.25, two years ago at \$20.25, five years ago it closed at \$8.70 and eight years ago before the war, when grains were lower it closed at \$7.60.—J. F. Zahm & Co.

ST. LOUIS, Mo.—David Ives Bushnell, senior member of D. I. Bushnell & Co., passed away at a sanitarium on April 29 after an attack of pneumonia. Mr. Bushnell had been actively engaged in the seed and grain business in St. Louis since 1872. In 1874 he started in business on his own account as D. I. Bushnell & Co. This firm has grown until it now is one of the widest known seed houses in the country. Mr. Bushnell also was one of the oldest members of the St. Louis Merchants Exchange. During his life Mr. Bushnell was a noted archaeologist, was a leader of the Missouri Historical Society for many years and was closely identified with the various charitable institutions of St. Louis. Of his estate amounting to \$508,000, \$50,000 was left to local charitable institutions. Mr. Bushnell believed in his faithful employees. To E. W. Kaltwesser, W. W. Jackson and L. E. Hamilton, he left \$5,000 each and to Charles Grone, Frank Fette and Frank Reeves he left \$2,500 and to Elmer Bierstadt \$1,000. The bequests to the employees were made on the condition that they still remained in the employ of the firm at the time of his death. He also left \$5,000 to be divided among the porters and the drivers for the firm. Mr. Bushnell is survived by a brother, divorced wife and a son. The business is to be continued by Robert W. Pommer, the surviving partner.

CHICAGO, ILL.—Charles Dickinson, pres. of the Albert Dickinson Co., has the honor of being one of the first four passengers to travel from New York to Chicago in the recently established air passenger service between the two cities.

IMPORTS of seeds during April included 30,200 lbs. of alfalfa, 160,200 of Canada blue grass, 747,900 of alsike clover, 159,500 of crimson clover, 2,648,400 of red clover, 210,500 of white clover, 52,100 of foxtail millet, 519,900 of rape, 43,600 of rye grass, 267,700 of hairy vetch and 212,000 of spring vetch; compared with 1,611,400 lbs. of alfalfa, 41,400 of Canada blue grass, 183,300 of alsike clover, 1,826,000 of crimson clover, 2,209,400 of red clover, 10,800 of white clover, 22,100 of foxtail millet, 267,700 of rape, 159,000 of rye grass, 92,200 of hairy vetch and 202,500 of spring vetch, for April, 1920. For the ten months prior to May 1 imports were: alfalfa, 538,600; blue grass, 1,094,500; alsike clover, 3,805,800; crimson clover, 2,947,100; red clover, 12,174,300; white clover, 283,900; foxtail millet, 426,700; rape, 3,600,000; rye grass, 2,254,200; hairy vetch, 928,600; spring vetch, 329,400; compared with, alfalfa, 17,541,600; blue grass, 490,200; alsike clover, 5,479,800; crimson clover, 9,024,100; red clover, 18,515,500; white clover, 183,300; foxtail millet, 131,500; orchard grass, 2,623,500; rape, 5,608,900; rye grass, 1,799,000; hairy vetch, 858,800, and spring vetch, 664,800 lbs., for the corresponding 10 months prior to May 1, 1920, as reported by the Bureau of Plant Industry.

MADISON, WIS.—R. A. Moore, sec'y of the Wisconsin Experiment Station, has received the following from H. E. Krueger, a large seed distributor and grower at Beaver Dam, Wis.: "I am very fortunate this year to put in more pure bred seed grains than ever before. I have just completed the sowing of small grains on my seven farms, and by having up to date machinery and the proper help I did this work in a single week. This is a record-breaker for my farms. I appreciate the value of getting barley, oats, and wheat and good clover seedlings into the ground at the earliest possible moment after the ground works well." Of the message Mr. Moore writes "Mr. Krueger evidently strikes the keynote as far as growing seed grains are concerned. He appreciates fully the value of getting the grains into the ground at the earliest possible moment so they will develop good root growth and get started so as to mature before we have the ravages of rust. Most grain that is struck by the rust cannot show up to good advantage as a pure bred seed grain. Practically all of our best seed growers understand this matter and make it a point to get everything prepared on their farms and just as soon as the ground gets in that condition where they have good tilth, put in the seed."

From the Seed Trade.

ST. LOUIS, MO.—Considerable sunflower seed is shipped to this market as Missouri is a sunflower producing state. It is used extensively in manufacturing chicken feed. It has also been suggested at times that the seed could be crushed for its oil.—Toberman, Mackey & Co., per Owens.

SILEX, MO.—There has been a big demand for clover seed this spring because of its extensive use as a fertilizer. Very little of any of the seed crops are threshed for seed around Sillex.—E. H. Sandbothe.

ST. LOUIS, MO.—We handle timothy and red top. Our demand indicates a good 1921 red top acreage. The exorbitant rail rates are hurting our business.—Jacob Goldsmith.

TOLEDO, O.—Timothy continues to hold steady. Local stocks are decreasing and total left here is not large. The stock is well held and market will not have to absorb any large amount of liquidation. Fresh outside trade continues very light. Dealers have taken some very heavy losses. Crop damage talk might stimulate a little fresh buying.—C. A. King & Co.

TOLEDO, O.—Miss Clover still has many friends as the season comes to a close. Still a fair cash demand, and commanding big premiums over October. Stocks were light throughout the end of the season and are nearly exhausted. Good active trade in new crop futures and in good demand on all recessions. Some fresh investment buying and short covering, also profit taking on the bulges. Receipts this week 51 bags, shipments 200. New York reports imports 4850 sacks.—Southworth & Co.

Wisconsin Breeds a Cold Resistant Corn.

During the past eight years the Wisconsin Experiment Station has been busily engaged in breeding cold resistance into the popular Golden Glow variety of corn. They have so far produced a corn which will germinate and grow at a lower degree of temperature than ordinary varieties of corn. This enables the farmer to plant earlier and have his corn grow during the cool period of the year. Getting a start enables the corn to ripen earlier in the season. Altho the corn was disseminated only two years ago, several thousand bushels of seed were produced last year and it has been readily purchased by farmers desiring an early maturing corn.

The cold resistant Golden Glow has all of the good characteristics of the pure bred Golden Glow, together with cold resistance, which makes it possible for the growing of a larger corn further north than where we could heretofore do it successfully.

France's 1921 Seed Prospects Poor.

Of the movement of French seed and of the prospects of the new crop, Michel Cherot, a Paris seed dealer writes: The total amount of French red clover exported to the United States from July may be estimated at 80,000 bags of 220 lbs. Altho there is still a fairly good stock left from last year's crop, our market is pointing towards an advance, on account of the very light receipts, rather than of the foreign orders. Most of the French farmers are holding the greatest part of the stock and do not seem willing to sell at low prices, expecting higher quotations soon. Their opinion is based upon the weather being very unfavorable for the coming crop.

Forage Plants are suffering from a very serious drought, and it is to be feared, altho it is too early to have a right idea about it. The coming crop is badly damaged and the lack of forage may compel the producers to use their seed crops for fodder preferably than to keep it for seed purposes.



E. H. Tiedeman's Elevator Met a Cyclone at Fonda, Ia., with the Result Shown.

Oklahoma Meeting

Sec'y C. F. Prouty announces the tentative program of the Oklahoma Millers & Grain Dealers Ass'n at Hotel Skirvin, Oklahoma City, May 18-19 as follows:

Wednesday Morning, 10:00 A. M.

Meeting of the Millers in the secretary's office, No. 610 Grain Exchange Bldg.

Election of officers.

Wednesday, 2:00 P. M.

Address of Welcome, J. C. Walton, Mayor, Oklahoma City.

Response: R. E. Nelson, Vice Prest. of the Ass'n, Clinton, Okla.

President's Annual Address: W. M. Randels, Enid, Okla.

Financial Situation, Frank J. Wikoff, President, Tradesmen's National Bank, Oklahoma City.

Paternalism Versus Individualism in Business: B. L. Hargis, President, Kansas City Board of Trade.

Avoiding Difficulties at the Port of Galveston—W. A. Barlow, Galveston, Texas.

Address: John Fields, Editor, Oklahoma Farmer, Oklahoma City.

Co-operative Marketing and the Bureau of Markets—B. E. Clement, President, National Grain Dealers Ass'n, Waco, Texas.

Oklahoma Crop Reports: H. H. Schutz, Statistician, U. S. Department of Agriculture, Oklahoma City, Okla.

Appointing of committees.

Announcement of evening entertainment.

Thursday Morning, 10:00 A. M.

Meeting called to order.

Round Table Discussion lead by Mr. W. K. Vandiver. Transportation Commissioner, National Grain Dealers Ass'n, upon the following subjects:

Claims for Loss and Damage of Grain (I. C. C. Docket 9009).

Rental of Ground from Railroad Companies.

Liability Clauses in Sidetrack Leases.

General Reduction in Rates.

Limitation of Telegraph Liability.

Demurrage.

Equipment for Handling Grain.

Fumigation of Grain Cars Infested with Weevil.

The entire morning will be given over to the discussion of these subjects.

Thursday, 2:00 P. M.

Secretary-Treasurer's Annual Report.

Report of Resolution Committee.

Report of Rules Committee.

Report of Legislative Committee.

Report of Arbitration Committee.

Report of Claim Department.

Report of Nominating Committee.

New Business.

GERMANY's growing wheat, spelt, rye and barley crops average from medium to good, according to a German cable report.

Met a Cyclone

Country elevators continue to have harrowing experiences. Not long since several slow dodgers among their number were bumped off their foundations by freight trains. Illustrated herewith are the remnants of a perfectly good wood elevator at Fonda, Iowa, that neglected to run into a cave when a windstorm approached, with the result that it lost its cupola, driveway doors and roof. The repairs, being made by the Younglove Construction Co., will cost about \$4000.

AUTOMATIC cutoffs are now being provided for oil and gas engines, which will stop the operation of the engine in case the pump supplying water for cooling the engine cylinder fails to work. Such a device is installed in a Nebraska elevator illustrated in this number and should relieve the elevator operator of much care and some responsibility. The nearer automatic the mechanical equipment of any elevator, the less labor needed to operate the plant successfully.

PLACING the power plant in a fire proof building 10 feet from elevator earns a sufficient credit in the fire insurance rate to make it very expensive for any one building a new wood elevator to do otherwise. The fire insurance companies have learned through sad experience that many fires originate in the power house, so that if they can induce the elevator owners to keep their power plants in a fireproof house apart from the elevator they can afford to give a liberal reduction in rate. Inasmuch as this affects the rate on the elevator's contents as well as the building, the saving will oftentimes pay for the best fireproof house obtainable.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Harrisburg, Ark.—L. C. Worell has sold his grain warehouse to a wholesale grocery firm.

CALIFORNIA

Corcoran, Cal.—The plan for building an elvtr. here will be held over until next year, due to prospects of a poor crop this year.

Los Angeles, Cal.—H. E. Bridges has succeeded S. H. Tuck as a director of the Grain Exchange, Mr. Tuck having resigned.

Modesta, Cal.—The Modesta Bean & Elvtr. Co. has been incorporated for \$300,000. Only part of the stock has been subscribed.

Montpelier, Cal.—A 40,000-bu. elvtr. is under construction here. It will be of reinforced concrete and equipped for bulk handling of grain. It is one of the chain of elvtrs. to be operated by a farmers company in conjunction with the big 1,250,000-bu. concrete house just completed at Oakland for the Farmers Buro Ass'n.

LOS ANGELES LETTER.

All legislation adverse to Grain Exchanges in regard to dealing in futures, etc., which were introduced and discussed by the last state legislature seem to "have folded their tents like the Arabs and silently stolen away." At any rate none of them lived to see the finish.

As usual the reservations list for the semi-annual picnic of the Grain Exchange members and their families at Catalina Island, which will be held May 14 and 15, is exceedingly large. A good time, splendid entertainment and best of all, excellent eats prove drawing cards hard to resist.

Los Angeles, Cal.—Jacob Loew, the 75 year old pres. of the Capitol Milling Co. was found dead in his office Apr. 20. He had been in poor health for some time and it is believed that he shot himself, as it is reported that there was a large gunshot wound in his side. He founded the company in 1883 and has been active in it from the beginning.

SAN FRANCISCO LETTER.

Mrs. Mary Simpson Sperry, widow of Austin Sperry, the founder of the Sperry Flour Mills Co., died recently at the age of 88 years.

D. H. McClure & Co. are reported to have closed their office here May 1. The company was engaged in the rice brokerage business.

The annual dinner of the Chamber of Commerce was held recently and over 600 diners enjoyed the menu and the address of Dr. B. M. Rastall, industrial engineer.

The Board of Trade held its annual meeting Apr. 13 and elected a grain and milling man as pres., Horace B. Sperry being the successful candidate. J. H. Newbauer is 1st vice-pres.; W. A. Rankin, 2nd vice-pres.; R. N. Carson, treas.; Jos. Kirk, attorney, and G. W. Brainerd, sec'y.

CANADA

Swan Lake, Man.—The local mill and elvtr. burned recently with a total loss.

Ochre River, Man.—The government elvtr., operated under lease here by the United Grain Growers, Ltd., burned Apr. 23 with a loss of \$10,000 partially covered by insurance.

Winnipeg, Man.—The following memberships in the Grain Exchange have been posted for transfer: Chas. Metcalfe to J. T. Hickman, J. H. McCarthy, Jr., to W. A. Brown, and J. A. Robb to A. B. Earle.

Wilcox, Sask.—Clinton C. Drew was recently reported arrested in Adel, Ia., charged with the theft of 360 bus. of wheat from Arthur W. Cullip. Mr. Drew, formerly a grain buyer here, declares that he is innocent and that he got the grain in good faith from a man who said he owned it.

Winnipeg, Man.—A syndicate of grain dealers of this city has bot the elvtrs. of the Canada West Grain Co. at 17 stations. The latter company, of which H. G. Dawson was gen. mgr., had offices here and at Melfort, Sask. The new company will be represented on the floor of the exchange by James Leslie.

Ft. William, Ont.—C. Birkett, sec'y of the Grain Exchange, has resigned to accept the position of Sec'y to the Commission recently appointed by the Government to inquire into the grain trade. For the present J. A. Campbell will be the acting sec'y until a successor is engaged. Mr. Campbell is mgr. of the Empire & Thunder Bay Elvtr. Co. here.

COLORADO

Paoli, Colo.—The Farmers Co-op. Elvtr. Co. will install a Hall Special Elvtr. Leg in its new elvtr.

Brighton, Colo.—The Midland Cereal Products Co. has at last completed its plant here and will put it into operation at once.

Towner, Colo.—We have let contract for a 12,000-bu. cribbed, iron clad elvtr. to W. C. Bailey & Son.—M. J. Wagey, Yuma.

Sterling, Colo.—The Northeastern Colorado Co-op. Milling & Elvtr. Co. incorporated for \$500,000 by P. N. Quest and J. H. Johnson.

Platner, Colo.—We recently bot the elvtr. of C. C. Miller here and are remodeling it so that it will have a capacity of 32,000 bus.—M. J. Wagey, Yuma.

Brush, Colo.—The Farmers Co-op. Elvtr. Co. will dispense with side lines in future and devote its energies to the grain and mill business to the exclusion of all others.

Wray, Colo.—Jennings & Roller, of Norton, Kan., have applied for elvtr. sites on our right of way at this station and at Akron.—E. M. Westervelt, Land and Industrial Commissioner, C. B. & Q., Lincoln, Neb.

Akron, Colo.—G. C. Miller, who recently sold his elvtr. at Platner, has applied for a site on the C. B. & Q. right-of-way and will build an elvtr.—E. M. Westervelt, Land & Inds. Com's-ner, C. B. & Q., Lincoln, Neb.

Greeley, Colo.—Harry E. Kelly is now district mgr. for the Colorado Mill & Elvtr. Co., with headquarters in this city. He will have charge of the plants here and at Eaton and Windsor. He was formerly mgr. for the Loveland Flour Mills at Loveland. C. F. Bell, former district mgr., is retiring from active business.

Otis, Colo.—The Farmers Elvtr. Co. has recently remodeled and repainted its elvtr. and installed a new Type Z. F-M Engine, Van Ness Manlift, Van Ness Distributor System, truck dump, rope drive and other equipment. The R. M. Van Ness Construction Co. has the contract.

Loveland, Colo.—R. S. Dines, formerly ass't mgr. for the Loveland Flour Mills, has succeeded Mgr. Harry Kelly, who is now a district mgr. Mr. Dines has been with the Colorado Mill & Elvtr. Co. for 13 years, 12 of which he has spent at the Loveland mills. A. Lindsay, ass't mgr. for the company at Monte Vista, will follow Mr. Dines as ass't mgr. here.

DENVER LETTER.

The Western Mill & Elvtr. Co. incorporated for \$500,000 by A. A. Carmichael.

Denver, Colo.—J. H. Bailey, formerly mgr. and part owner of the Peerless Flour Mills Co. at Norton, Kan., has disposed of his interests there and is now connected with the Scott-George Grain Co. of this city.

We are indebted to Sec'y Rader of the Grain Exchange for a copy of the bylaws, rules and regulations of the Denver Exchange. This is the first edition of the book, the rules, etc., becoming effective Mar. 15. Sec'y Rader is to be complimented on the careful work displayed in the compilation of the material. The book also

contains a list of the members of the exchange, their firms and addresses, making it handy for the dealers in western grain.

IDAHO

Nampa, Ida.—We are installing complete feed mill, to be operated in connection with our flour mill and elvtr. We specialize on dairy and poultry feeds.—Idaho Equity Exchange, Lewis F. Yoder, mgr.

Blackfoot, Ida.—About 11:30 p. m. Apr. 21 a blaze was discovered in the top of the Blackfoot Elvtr. The fire department was called and Mgr. Hubbell notified. He went at once to the elvtr. and by using the manlift reached the top of the elvtr. Using an extinguisher and buckets of salt water, barrels of which were on every floor of the house, the blaze was put out before the department arrived. Every effort was made to discover the cause, but as there were no wires in the top of the building, no oil or machinery, it is still a mystery.

ILLINOIS

Galva, Ill.—V. L. Marks is out of the grain business.—W. H. Marks, Troy Grove.

Manlius, Ill.—We may overhaul our elvtr. at this point.—Bollman Grain & Coal Co.

Rosemond, Ill.—F. J. Osborn is now mgr. for the Rosemond Farmers Co-op. Ass'n.

Millstadt, Ill.—The new elvtr. of the Magnolia Milling Co. at this point is progressing nicely.

Rumpler (Ogden p. o.), Ill.—John Fisher has succeeded Chas. M. Skinner with the Farmers Elvtr. Co.

Dundee, Ill.—The Farmers Co-op. Elvtr. Co. has discarded its horses and wagons and is delivering by auto truck.

Bondville, Ill.—The 50,000-bu. elvtr. of M. A. Kirk & Co. has been completed by Geo. Saathoff, who had the contract.

Freeport, Ill.—We are installing a 15-ton Howe Truck Scale and a No. 116 clipper seed cleaner.—H. A. Hillmer Co.

Cairo, Ill.—R. E. Rennie is a new member of the Board of Trade. The membership of A. G. Pink, Jr., is posted for transfer.

Virden, Ill.—The Virden Co-op. Grain Co. has succeeded the Virden Grain Co. and the capital stock has been increased to \$16,000.

Mason City, Ill.—We are building a new elvtr. here.—J. A. McCreery & Sons. (This will replace the house burned Sept. 14, 1919.)

Broadlands, Ill.—Jonathan Smith has succeeded me as mgr. of the elvtr. and office.—J. E. Johnson, formerly agt. for Paul Kuhn & Co.

Davis, Ill.—We are installing a new scale at this point and may possibly build a small elvtr. here this summer or fall.—H. A. Hillmer Co., Freeport.

Skeldon (Beason p. o.), Ill.—The Farmers Elvtr. Co. of Beason is remodeling its 2 elvtrs. at this station. Ballinger & McAllister have the contract.

Troy Grove, Ill.—M. C. Simpson, formerly manager of the Co-op. Grain & Supply Co., is now on the road soliciting for Harris-Winthrop & Co., Chicago.

Hulburt Siding, (Elkhart p. o.), Ill.—The Hulburt Grain Co., W. H. Diller, owner, is remodeling his grain conveyors. Ballinger & McAllister are doing the work.

Central (Morris p. o.), Ill.—The Central Grain & Milling Co. is building a 16x36 ft. bin addition to its elvtr, 45 ft. high, containing 3 bins. Geo. Saathoff has the contract.

Bloomington, Ill.—Lincoln E. Slick has petitioned for a new trial following his conviction in the federal court of defrauding the government in his 1917 income tax return.

LaRose, Ill.—We are building a new lumber shed. Our new elevator was completed Dec. 23, 1920, replacing the one burned Aug. 26, 1920.—Davis Bros. & Stevenson, G. T. Stevenson.

Peoria, Ill.—J. C. Page, who has been connected with the Harwood-Young Co. for several years, has resigned and will go to Crete, Neb., where he will engage in the milling business.

Erie, Ill.—Riordon & Pfundstein have torn down their old coal sheds and will build new ones. A new brick office will replace the old one and the elvtr. will be repaired and improved.

Springfield, Ill.—Representative Smejkal has introduced a bill in the house asking for an appropriation of \$10,000 to fight smut in wheat.

Griggsville, Ill.—The Pike Mills have let contract to the Corn Belt Engineering & Constr. Co. for a small elvtr. to replace the plant burned Oct. 19, 1920. Work will be started today.

Rushville, Ill.—H. V. Teel has let contract for a 25,000-bu. elvtr. to be located in the Crane Creek Drainage District to the Poole Const. Co. Holbrook, Warren & Andrew drew the plans.

Vermont, Ill.—The recently incorporated Farmers Co-op. Co. will let contract for a 25,000-bu. elvtr. as soon as arrangements are completed for a site. Holbrook, Warren & Andrew drew the plans.

Elmwood, Ill.—The new 32,000-bu. cribbed, ironclad elvtr. of the Elmwood Elvtr. Co. will be operated by electricity and will have full concrete basement. It will be modern in every way. Geo. Saathoff has the contract.

Kankakee, Ill.—Paul Thielen has resigned as mgr. for the Farmers Grain Co. and is now asst. purchasing agt. for the Farmers Elvtr. Co-op. Supply Co. of Bloomington. Walter Pegrum, of Bloomington, will succeed him.

Newman, Ill.—The Farmers Grain & Lumber Co. has let contract to the Corn Belt Engineering & Constr. Co. for 8 tile storage tanks which have been completed and a 50,000-bu. concrete elvtr. The walls of the elvtr. are now up about 20 ft.

Viola, Ill.—As I am now sec'y for the Galesburg Molasses Feed Co., I am trying to make arrangements to move my head office for my elvtrs. and other personal interests to the Galesburg Bank Building at Galesburg, Ill.—B. L. Christy.

Easton, Ill.—The Easton Farmers Grain Co. has bot suit against the Fernandes Grain Co. of Springfield to recover \$45,000 alleged to be the amount of losses sustained by the company thru deals made by its mgr. thru the defendant company.

Bloomington, Ill.—Earl Hasenwinkle has succeeded A. V. S. Lloyd as sec'y-treas. of the Hasenwinkle Grain Co., and Ralph Hasenwinkle succeeds Henry Hasenwinkle, deceased, as pres. of the company. Mr. Lloyd is out of the grain business altogether.

Watseka, Ill.—We bot the Troup mill property last fall. It was 46 ft. north of our elvtr. and had a coal bin that extended 16 ft. south, making about 30 ft. between the elvtr. and the plant. We have dismantled the mill and torn down the coal bin, using the mill as an implement warehouse.—Farmers Grain Co., H. W. Bell, mgr.

Springfield, Ill.—Representative Young, Chairman of the Revenue Committee, has introduced an income tax bill which is designed to levy a tax annually on the income of every resident of the state. Persons who have wasted much valuable time struggling with income tax problems under the federal law will welcome this new demand upon their time and income with exuberant joy. Rubber stamp law-makers who persist in aping the innovations of other men do not seem to recognize that a tax upon income is a tax upon enterprise and industry. If it is desirable to place a real check on the industry and enterprise of our citizens, then at least one-half the taxes raised from incomes should be expended in encouraging laziness and wastefulness. Taxing the incomes of business men will but add to the cost of business, and they in turn must pass it on to the consumer, so that in reality most of the taxes raised on incomes will help to increase the cost of living. If the wisecracks at Springfield are really interested in the prosperity of the state they should do everything to encourage enterprise, thrift and industry; not tax it.

CHICAGO NOTES.

Board of Trade memberships are now quoted at \$7,050 net to buyer.

Heltz & Foss have moved their offices from the Traders Bldg. to the Postal Telegraph.

Proposed amendments covering the rules governing trading in provisions have been posted for ballot by the directors of the Board of Trade.

New members of the Board of Trade are: Thos. M. Blake, Wm. E. Patterson, Geo. Bingham, Leon A. Fuller, Frank J. Young, Wm. R. Hauptman.

Rate of interest on advances for the month of May has been fixed by the directors of the Board of Trade at 7%.

We will not spend an unnecessary dollar and will only put our elvtrs. and mills in good working condition.—Hales & Hunter.

Stein, Alstrin & Co. will have a branch office on the main floor of the new Wrigley Bldg. under the management of Albert Barrell.

About 558 members of the Board of Trade recently contributed \$11,028 to the Chicago Board of Trade Camp Algonquin fund.

Board of Trade memberships posted for transfer are L. H. Ash, Carl Timmerman, Henry J. Albeis, Thos. G. Williamson, Weedon M. Doe and Wm. J. Doyle.

New members of the Board of Trade are: Charles W. Baum, Gerald Ehemberger, Raymond A. Gerstenberg, Harold N. Scott and George Prosper Lamy.

On Apr. 27 the directors of the Board of Trade approved rules on trading in cotton seed oil. The rules will be posted for ballot. Trading in oil will be in the pit now used for provisions.

Mrs. Mary A. Rumsey, wife of Capt. Israel P. Rumsey, who died April 12, and who was critically ill at that time, died Apr. 18. The two, who had been wedded 54 years, were buried together.

The Goemann Grain Co. has withdrawn from the grain business. Any matters relating to business should be sent to me at Mansfield, O., where I shall be located. The change became effective May 1.—Henry L. Goemann, pres.

Leslie F. Gates is being welcomed by his many friends and acquaintances on the Board of Trade. He has returned from a month's rest in a sanitarium and looks much the better for his sojourn.

John W. Radford, associated with this company and its predecessors since 1893, severed his connection with the company on April 30. The business will be continued by the remaining stockholders and officers.—Pope & Eckhardt Co., Wm. N. Eckhardt, pres.; G. Gordon Hannah, vice-pres.; Edwin A. Doern, sec'y, and Chas. E. Scarritt, treas.

PEORIA LETTER.

The Fernandes Grain Co. has closed its Peoria office.

We discontinued our office Apr. 30.—White Grain Co.

The Beach-Wickham Grain Co. has closed its office here.

L. E. Slick is no longer in business at Peoria. He is now associated with Beach-Wickham Grain Co. at St. Louis.

We have taken over the business of the Harwood-Young Co. and will conduct it along the lines of our own business.—Geo. W. Cole Grain Co.

Peoria, Ill.—The E. B. Conover Grain Co. of this city and Springfield and E. B. Conover personally failed for close to a \$1,000,000, according to reports received May 10. Serious losses in eastern sales brot the company into financial difficulties and reorganization was determined upon. In the meantime the company will continue to operate. Included in the reorganization is the Conover-McHenry Elvtr. Co. of this city and E. B. Conover operating as an individual. The troubles came thru the repudiation of purchases by Eastern buyers. In January the company had on its books some 350,000 bus. of corn and other grain sales for future delivery, at prices that promised to bring a large margin of profit. However, when time for shipping came the large majority of the Eastern buyers repudiated their purchases. The Conover-McHenry Elvtr. Co., which also will be reorganized, operates a number of elvtrs. in central Illinois. It was learned that the assets of E. B. Conover himself will be sufficient to meet his personal obligations. He owns 600 acres of farm land on which it is understood there is a 50% mortgage. He owns 4 elvtrs. in person and an interest in another. These are his personal property and are not included in the assets of the corporations. Among these are the elvtrs. at Elkhart, Williamsville and Broadwell. George B. Conover, president of the American Grain Co., offices in Springfield and Decatur, is a brother of E. B. Conover, but is in no way connected with him in business and is not involved in any way in the present difficulties of the E. B. Conover Grain Co. or the elvtr. company of E. B. Conover individually.

J. A. Speers has been elected to the directorate of the Board of Trade to fill the unexpired term of A. W. Harwood, who died recently.

INDIANA

Monterey, Ind.—Glenn Wilson is now mgr. for the Farmers Co-op. Co.

Kokomo, Ind.—The plant of Chas. A. Warne burned Apr. 21 and is a complete loss.

Kendallville, Ind.—A. E. Bartell of Garrett is now mgr. for the Nathan Grain Co. here.

Oaktown, Ind.—Roy Clodfelder has bot the interest of Russell Bond in our company.—Oaktown Grain Co.

Greensfork, Ind.—A newly organized corporation has bot the elvtr. of the Farmers Elvtr. Co.—Milton Grain Co., Milton.

Mt. Vernon, Ind.—A strip of ground on the river front has been leased by the Furher-Ford Milling Co. to be used for the unloading of barges.

Aylesworth (R. F. D., Veedersburg), Ind.—The Farmers Equity Union of Hebron has bot the elvtr. of Wm. Dahl and Chas. Ray at this station.

Clay City, Ind.—The Clay City Co-op. Grain Co. has installed a 6-bu. automatic scale, etc. The Corn Belt Engineering & Constr. Co. did the work.

Rennselear, Ind.—We will make the customary repairs but will not, in all probability, make any new improvements.—W. S. Babcock Grain Co.

Greenville, Ind.—The Greenville Milling Co. incorporated for \$12,000 to operate an elvtr. and a mill. W. W. Cullins, C. P. Heuser and W. C. Martin are interested.

Medaryville, Ind.—The Medaryville Co-op. Co. has installed a 30 h.p. F.-M. Motor and other machinery. The Corn Belt Engineering & Constr. Co. had the contract.

Huntingburg, Ind.—The Wallace Milling Co. has sold its mill at Dale and will build a new and larger mill here, to be operated in connection with its large elvtr. completed last August.

Clay City, Ind.—Paul Kuhn & Co. have discontinued business here since we bot their elvtr. I am mgr. This is the only elvtr. here at present.—D. V. Oberholtzer, Farmers Co-op. Elvtr. Co.

Raber R. R. Name (Columbia City, p. o.), Ind.—The Raber Co-op. Co. has just completed installing a 6-bu. Richardson Automatic Scale. The Corn Belt Engineering & Constr. Co. did the work.

Chase, Ind.—Wm. J. Lawson, who shot himself Apr. 5, as the result of a nervous breakdown, died Apr. 15 from the effects of the wound. He was born in 1861 and was owner and operator of the Lawson Elvtr.

Fowlerton, Ind.—The Fowlerton Elvtr. & Feed Co. has bot our elvtr. here. It will now be operated as mentioned with Jno. W. Hime-lick, pres., and D. G. Duling, sec'y-treas.—Woodbury-Elliott Grain Co., Muncie.

Peabody, Ind.—The elvtr. of the Farmers Mill & Elvtr. Co. was recently entered by burglars who stole auto tires, paint, etc., to the amount of \$300. A skeleton key opened the front door of the office and gave them entrance.

Hebron, Ind.—The Farmers Equity Union has bot the elvtr. of D. A. Fisher & Son, which it will operate in conjunction with the elvtr. recently bot at Aylesworth and a new house to be built at Hurlburt station (Valparaiso, p. o.).—C.

Hagerstown, Ind.—We have sold our grain and milling business at this point to the W. L. Fauts Milling Co. composed of W. L. Fauts, E. B. Adamson and Henry Harmon. Consideration \$26,000.—Thompson & Powell, John Powell, mgr.

Amity, Ind.—Our new elvtr. will be completed about June 1st and will have a capacity of 20,000 bus. of wheat and 30,000 bus. of corn. Will be operated by electricity. L. J. McMullan is contractor.—J. C. Valentine, mgr. Valentine & Valentine.

Petersburg, Ind.—The wreckage of the elvtr. of the Whitelock Milling Co., burned Mar. 17, has been cleared away and work is progressing on the new 10,000-bu. elvtr. which will replace the old one. It will be of glazed tile and will be fire proof. It is to be completed Sept. 1.—C.

Petersburg, Ind.—The Petersburg Milling Co. recently bot the "Old" Elvtr., once known as the Haines Elvtr. It will be repaired and new and modern machinery installed. This is the elvtr. that was at one time operated by Miss Clyde Jackson, who was a pioneer woman elvtr. operator.

Indianapolis, Ind.—I have resigned my position with the Bert A. Boyd Grain Co. and have entered in the grain business on my own account. My 24 years experience on the Indianapolis market will enable me to render efficient service to my many friends and patrons. —Ed. D. Anderson.

Franklin, Ind.—The safe in the office of the Farmers Elvtr. Co. was wrecked May 2 when burglars blew it open with dynamite. The explosion blew out the office windows and damaged the office, but netted the thieves practically nothing but a few papers of doubtful value to them. The company was also burglarized July 1, 1919.

Valparaiso, Ind.—We have bot the elvtr. here and intend to remodel it and be ready for business July 1. I have been out of business since Aug. 2, 1920, but have been mgr. for our successors (Chatfield Equity Exchange Co., Chatfield, O.), resigning Apr. 1. H. N. Oberlander, Bucyrus, O., is now a member of our firm. I am to be mgr. and expect to be located here permanently after June 1.—S. J. Brown, now at Chatfield, O.

IOWA

Moneta, Ia.—Chas. Pavic is repairing his elvtr. here.

Villisca, Ia.—F. S. Pearson has bot the elvtr. of D. W. Whitmyer.

Indianola, Ia.—G. A. Kent is now mgr. for the Farmers Elvtr. Co.

Taintor, Ia.—Chas. M. Garner is now mgr. for the Taintor Co-op. Shipping Ass'n.

Corwith, Ia.—John Jakle has succeeded Carl Krueger as mgr. for the Corwith Co-op. Grain Co.

Glenwood, Ia.—The elvtr. of the Gund-Sien Co. is being repaired and new machinery installed.

Wiota, Ia.—I am mgr. for the Gund Sien Co. here.—E. M. Kellogg, formerly mgr. for the Rothschild Grain Co.

Avoca, Ia.—A new Farmers Co-op. Elvtr. Co. is being organized. Much of the necessary fund is already assured.

Clear Lake, Ia.—The new Farmers Co-op. Co. has bot the grounds of the Wright Lumber Co. as a site for its new elvtr.

Davenport, Ia.—We are not making any changes in our plants, merely necessary repairs.—Davenport Elvtr. Co.

Rose Hill, Ia.—Mail addressed to John Kalenberg, who was reported to have bot an elvtr. here, has been returned "Unclaimed."

Inwood, Ia.—D. Tolsma, who has been with the Klein Bros. Grain Co. for several years, is now with the Loonan Lumber Yard.

Gifford, Ia.—James Troy and R. C. Moore, a grain man here, are interested in the formation of a stock company to build a new elvtr.

Bennett, Ia.—John Dammann, who has been engaged in the grain business here for the last 18 years, died Apr. 25 at the age of 75.

Matlock, Ia.—The Farmers Elvtr. Co. will put in a new rope and make repairs on its elvtr. The Younglove Construction Co. will do the work.

Early, Ia.—We have repaired our elvtr. which was struck by lightning Mar. 26. The Younglove Constr. Co. has the contract.—Farmers Co-op. Elvtr.

George, Ia.—We have made improvements in our plant and have installed a Howe 10-ton Scale and a Gerber Distributing Spout.—Agt., L. B. Spracher & Co.

Atlantic, Ia.—C. H. Thayer & Co., who recently took over the offices of E. Lowitz & Co. here, are now located in the Farmers Bank Building.—Gund, Sien & Co.

Hartley, Ia.—I am rebuilding my elvtr. and am installing an automatic scale and a Globe Dump.—Chas. Pavik, Pavik Grain Co. (The elvtr. was damaged by fire Apr. 16.)

Pleasantville, Ia.—The recently organized Farmers Co-op. Co. is now operating. There has been talk of building an elvtr. but nothing definite has been done.—G. J. Stewart & Co.

New London, Ia.—We are building a new 20,000-bu. elvtr. here to be equipped with sheller and cleaners. We are also increasing our capital stock from \$100,000 to \$200,000.—A. D. Hayes Co., by A. D. Hayes.

Lorimor, Ia.—The Farmers Co-op. Co. has leased the elvtr. of the J. S. Hylton Grain Co. here with the privilege of buying it later on. The East Peru Elvtr. has been sold. I am mgr. for the farmers company here.—W. L. Bridinstine.

Dinsdale, Ia.—Henry Boldt, employed by the Dinsdale Grain & Elvtr. Co., was struck a glancing blow on the head when a 90-lb. weight dropped a distance of 30 ft. in the elvtr. and hit him. He was knocked down and a board in the floor was broken by his fall, but a deep gash on his forehead was his only painful injury.

Fonda, Ia.—The new roof and cupola on the elvtr. of the E. H. Tiedeman Grain Co. has been completed and the whole house has been painted red. The driveway is being rebuilt and a dump installed. The engine house is being remodeled and enlarged and a 10-ton Howe Scale has been installed at the office.

Webster City, Ia.—M. L. McCollough, who was in the grain business here from 1908 to 1911, died Apr. 24 at the age of 70. His first business connection with the grain trade was in 1880 when he was buyer and mgr. for I. W. Packard. In 1883 he was mgr. for N. G. Olmstead at Woolstock for a year. He is survived by his widow and an adopted daughter.

Council Bluffs, Ia.—The Rock Island Terminal Elvtr., owned by the C. R. I. & P. Ry. Co. and operated under lease by the J. Rosenbaum Grain Co., has recently been remodeled. The height of the elvtr. has been increased, foundations reinforced, new machinery, including 4 new motors, grain drier, belt conveyor, two new stands of legs and a Barnard & Leas Separator, installed. The capacity of the house was enlarged. The R. M. Van Ness Constr. Co. had the contract.

Waverly, Ia.—Carl Henning, employed in the elvtr. of the Farmers Elvtr. Co., was recently seriously hurt in a strange accident while working. While he was in a bin his foot slipped and his leg went down an elvtr. shaft on the side where the belt was running down. The buckets pulled his leg in as far as it would go and the descending buckets scraped his whole leg. Someone heard his cries and shut off the power, but it was necessary to turn the belt backward for some distance before he was released. No bones were broken, but the leg is badly bruised and swollen and will not be in normal condition for some time.

Napier (Kelly p. o.), Ia.—The Farmers Co-op. Co. has been made defendant in a suit brot by Clyde E. Brenton to recover \$1,600 for grain delivered by W. D. Steel, who died from a dose of carbolic acid, taken accidentally, according to the coroner's verdict. Mr. Brenton alleges that Steel had given him a mortgage on the crop to cover notes amounting to \$7,345 in Brenton's possession. The allegation is made that Steel sold a part of the crop to the co-operative company to the amount of \$1,600, which was mortgaged under the papers that had passed to Mr. Brenton. The company is now asked to pay back the money paid for the mortgaged property.

Mason City, Ia.—The Hubbard Grain Co. has been organized and incorporated with a capital stock of \$75,000 with general headquarters at Mason City. The directors of the company are Wilson H. Hubbard, John W. Hubbard and S. L. Gordinier. W. H. Hubbard will be pres. and gen. mgr. We have acquired a line of 10 elvtrs., 6 of them from the Quaker Oats Co., which are located at Titonka, Crystal Lake, Miller, Hayfield, Hawley and Duncan; 4 of the houses were purchased from the Hunting Elvtr. Co. which are located at Sexton, Plymouth, Rock Falls and Floyd Crossing, all stations being located in northern Iowa.—S. L. Gordinier, sec'y-treas.

SIoux CITY LETTER.

Sioux City, Ia.—We are only making needed repairs on our elvtrs.—Wm. Slaughter Grain Co.

The Terminal Elvtr. Corp. is reported to be planning on a million bus. storage addition to its elvtr.

The foundations for the elvtr. of the Farmers Terminal Elvtr. Co. have been completed for some time, but work on the superstructure is still delayed.

Sioux City, Ia.—The 2'd annual meeting of the Hay Exchange was held Apr. 18 and H. J. Hutton was elected pres.; C. A. Bergeson, vice-pres., and Harry A. Milligan, sec'y and treas.

Lawrence L. Ness has bot Walter H. Bailey's interests in the Walter H. Bailey Co. and will assume active management. Offices are in the Grain Exchange. Mr. Bailey will retire from the grain trade. Mr. Ness was formerly ass't mgr. of the Mystic Milling Co.

KANSAS

Studley, Kan.—F. D. Walters will soon instal a truck dump.

Yater Center, Kan.—John B. Woodward is our mgr. here.—Trusler Grain Co.

Morland, Kan.—The Farmers Exchange plans to install a new gas engine.

Byers, Kan.—The elvtr. of the Larabee Flour Mills Co. is being remodeled.

Milan, Kan.—I. D. Stuart is now local mgr. for the Farmers Union of Sumner County, here.

Hill City, Kan.—The C. E. Robinson Grain Co. intends to install a truck scale this spring.

Sterling, Kan.—The Farmers Co-op. Union has completed the installation of a Globe Dump.

Speerville, Kan.—The Producers' Grain Co. has bot the elvtr. of the Rock Mill & Elvtr. Co. here.

Grainfield, Kan.—We are installing a Globe Dump and a Fairbanks Auto Scale.—Farmers Co-op. Business Ass'n.

Brownell, Kan.—Thos. H. Baker has succeeded W. J. Richardson as mgr. for the Brownell Farmers Co-op. Exchange.

Penokee, Kan.—The Penokee Grain Co. is planning on buying or building an elvtr. this summer.

Shields, Kan.—The Farmers Co-op. Business Ass'n is figuring on installing a truck dump this spring.

Oberlin, Kan.—Chas. Barr has let contract to R. L. Dowdall for a 20,000-bu. reinforced concrete elvtr.

Silverdale, Kan.—The Silverdale Farmers Co-op. Ass'n has bot the elvtr. of the Arkansas Milling Co.

Cedar Bluffs, Kan.—Geo. Miller has let contract to R. L. Dowdall for a 10,000-bu. iron-clad elvtr.

Kensington, Kan.—Fay Moberly has succeeded H. E. Hicks as mgr. for the Farmers Grain & Lbr. Co.

Antelope, Kan.—The elvtr. of the Larabee Flour Mills Corp. is idle and no agt. is here now.—J. W. Ford, Jr.

Utica, Kan.—The Geneseo Grain Co., of Geneseo is installing a Challenge Truck Dump and will later install a truck scale.

Pendennis, Kan.—Lester Wheatcroft has taken over the elvtr. of the Farmers Union Elvtr. Co. and will operate it independently.

Mayfield, Kan.—After May 20 I will be mgr. of the elvtr. of the Larabee Flour Mills Corp. here.—F. R. Albright, now mgr. at Noble.

Tipton, Kan.—Siedel Bros. have completed the foundations for their new mill and elvtr. and work on the buildings will be started at once.

Bigelow, Kan.—A new Farmers Co-op. Co. has bot the elvtr. of the Farmers Co-op. Grain Co. here. Robt. Smith is sec'y of the new company.

Plainville, Kan.—The new elvtr. of the Glotzbach Grain Co. will be equipped with dust collectors, carloaders, new scales, dumps and motors.—G.

Noble, Kan.—I am now mgr. for the Larabee Flour Mills Corp. here, but will be transferred to Mayfield to manage the elvtr. there May 20.—F. R. Albright.

Studley, Kan.—While the new 25,000-bu. iron-clad elvtr. of the Shidler Co-op. Equity Exchange is not entirely completed, grain is now being run thru the elvtr.

WILKES & HETTELSATER

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McCracken, Kan.—R. M. Plotner has succeeded T. J. Sieling with the Farmers Union Co-op. Business Ass'n.

Zurich, Kan.—The Farmers Co-op. Merc. Ass'n is installing a Trapp Dump and building an addition to its office.

Ransom, Kan.—The Farmers Union has just completed a new office and is building a feed, flour and salt warehouse.

Corbin, Kan.—The elvtr. which the Larabee Flour Mills Corp. was to build here will not be erected this year.—F. R. Albright, mgr. for the company at Noble, Kan.

Cleburne, Kan.—The Liberty Milling & Ice Co. is building a small two-tank elvtr. here. The tanks are 40 ft. high and are of metal construction on a concrete base.

Topeka, Kan.—We have installed new Fairbanks Automatic Scales in all of our elvtrs. and are now covering them with corrugated galvanized iron.—The United Elvtrs. Co.

Clare (Olathe p. o.), Kan.—I am out of the grain business, having sold to the Associated Mill & Elvtr. Co. of Kansas City, Mo.—S. F. Hacker, formerly prop. of Clare Grain Co.

Burdett, Kan.—Our firm leased a remodeled elvtr. which was completed last September. John Mead, of Sanford, is building an elvtr. here also.—E. C. Bates, mgr. Bauer-Vaughan Grain Co.

Palco, Kan.—The C. E. Robinson Grain Co. of Salina, the Western Star Mills of Wichita and the Farmers & Merchants Elvtr. Co. here are all planning on installing truck dumps in their elvtrs.

Sabetha, Kan.—Only two elvtrs. here. One operated by the Farmers Co-op. Co. and the other by A. D. Robinson who recently bot a house.—Barnes & Son, former operators of the elvtr. Robinson bot.

Galena, Kan.—Paul J. Ruedl, of Aldrich, has bot the plant of the Galena Mill & Elvtr. Co. owned by H. J. Schnerich. The mill is being remodeled and will probably be operated by electricity in future.

Bogue, Kan.—A. H. Steed, who broke his leg last January when the manlift in the elvtr. of the Farmers Union Shipping & Business Ass'n fell with him, is out of the hospital and able to walk on crutches.

Scott City, Kan.—J. E. Kirk of the Kirk Grain Co. is now in possession of the elvtr. he recently bot of the L. S. Robb Grain Co., of which F. B. Quimby was the mgr. Mr. Quimby will still operate an elvtr. here.

Partridge, Kan.—C. D. Moon will succeed M. Bell as mgr. for the Partridge Co-op. Equity Exchange June 1. He is now mgr. for the Byers Equity Exchange at Byers.

Edna, Kan.—A. F. Pearce, of the Wilmoth-Pearce Grain Co., has severed his connection with the company and the business will be carried on by W. S. Wilmoth. Mr. Pearce will go to Rosendale, Kan., his old headquarters.

Corning, Kan.—Elmer A. Miller, a member of Miller & Miller, who sold their elvtr. to the Farmers Co-op. Business Union in 1919, committed suicide by swallowing strychnin Apr. 26. He was a stockholder in the farmers' company.

Byers, Kan.—A. Randall will succeed C. D. Moon as mgr. of the Byers Equity Exchange June 1, the latter going to Partridge, where he will be mgr. for the Co-op. Equity Exchange.

Hazleton, Kan.—We have installed a new motor and taken out our old gas power. Also put in new cleaner and are ready for business in every way.—J. P. Vance, Vance Grain Co., Kiowa.

Woodruff, Kan.—The Phillips County Farmers Union has just completed a 15,000-bu. steel clad elvtr., fully equipped with all modern grain handling devices.—R. F. Anderson, gen. mgr., Phillipsburg.

Hargrave, Kan.—The Ryan Grain Co. will build a 10,000-bu. ironclad elvtr. here. It will be operated by a gas engine and a Trapp Dump and Richardson Automatic Scale installed. The Jones Hettlesater Constr. Co. is doing the work.

Norton, Kan.—J. H. Bailey, mgr. of the Peerless Flour Mills Co., has sold his interests in the company to J. D. Sidebottom, a brother of A. H. Sidebottom, who has been Mr. Bailey's partner for the last 6 years. Mr. Bailey will go to Denver where he will be with the Scott-George Grain Co.

Morganville, Kan.—R. E. Miller has taken off the shingles on his elvtr. and roofed it with metal.

Ness City, Kan.—We have resumed work on elvtr. and will complete the building in the next two weeks. The machinery will be installed later.—C. D. Foster, mgr. Farmers Co-op. Elvtr. Union.

Ellinwood, Kan.—The Wolff Milling Co. is increasing the capacity of the mill to 500 bbls., installing new machinery and building an addition to its office. Operation will probably be resumed in June.

Larned, Kan.—It is reported that the new 200,000-bu. terminal elvtr. being erected here by the Associated Mill & Elvtr. Co. of Kansas City, Mo., will require \$20,000 to complete it and every effort is being made to secure the amount.

Trousdale, Kan.—The elvtr. of the Consolidated Flour Mills Co., of Hutchinson, at this station burned with a loss of \$6,600 on stock and \$4,500 on the building. The loss is covered by insurance. After a hard fight the office building was saved.

McCracken, Kan.—The Ryan Grain Co., formerly the Ryan Lumber Co., has disposed of its lumber business and will handle grain exclusively in future. The former office has been torn down and a new one built. L. A. Davis now owns the lumber company.

Victoria, Kan.—The new 35,000-bu. elvtr. of the Farmers Union Elvtr. Co. will be of studded construction, iron clad, with asbestos roofing. A. F. Roberts has the contract for the work, which also includes a large warehouse and a cob and dust house. Equipment will consist of Bowsher Mill, Western Cleaner, Fairbanks Scales, General Electric Motors. The foundation work is just being completed at this time.

Solomon, Kan.—The new 22,000-bu. elvtr. of the Farmers Union now under construction by A. F. Roberts will be studded and iron clad with a large warehouse. Warehouse to have bins over one end with small leg, also feed mill, freight elevator, etc. Elevator to have Globe dump, Richardson Auto Scales, Fairbanks Auto truck scales, Beall Cleaner.

Burlington, Kan.—A modern reinforced concrete grain elevator will be built here for the Farmers Co-op. Elvtr. & Merc. Co. The contract has been let to the Monolith Builders, Inc. The elvtr. will have a workroom above the basement and pit with the floor level with the dump floor and the car floor. Above the workroom will be a small mill room. There will be a cleaner, automatic scale, dump, grinder, sheller, two legs and motors.

WICHITA LETTER.

Wichita, Kan.—I am now operating as the Pickerill Grain Co. and am owner and mgr.—Jno. K. Pickerill, formerly of the Blood-Pickerill Grain Co. and the Universal Mill & Elvtr. Co., of Claffin.

Wichita, Kan.—The Griswold-Shaft Hay & Grain Co. is a new firm at this market with offices in the Live Stock Exchange. Members of the firm are A. L. Griswold, former traffic mgr. and in charge of the grain sales department of the H. Q. Hay & Grain Co., and C. C. Shaft, formerly sec'y of the same company, who sold his membership in the Board of Trade last September.

KENTUCKY

Louisville, Ky.—I expect to make additions to my elvtr. some time soon.—R. D. Riedling.

La Center, Ky.—We will probably install a sheller this season for shelling snap corn.—Jones & Co.

LOUISIANA

Chalmette (Arabia p. o.), La.—This elvtr. (Chalmette Elvtr.) is not running; has been closed and out of operation for the past two seasons.—Jno. H. Lewis.

MARYLAND

Walkersville, Md.—The Farmers Co-op. Co. has a new elvtr. here.—Edw. W. Shiner, Fred-erick.

Spielman (Fairplay p. o.), Md.—The excavations for the new elvtr. and warehouse of Wm. Gower & Sons, of Williamsport, at this station are about finished and work on the 6,000-bu. house will be started soon. The plant is to be completed July 1.

Chestertown, Md.—Metcalf Bros. have secured a site and will build an elvtr. here.

BALTIMORE LETTER.

Capt. Wm. C. Eliason, for many years a member of the Chamber of Commerce, died Apr. 26.

Wm. F. Walker is another member of the Exchange who has been ill. He is reported as convalescing rapidly.

Geo. A. Hax, who has been ill recently, was joyfully welcomed back to the "floor" last week. He is senior member of G. A. Hax & Co.

Elvtr. charges on grain stored in the Port Covington Elvtr. will be reduced to the basis of existing export rates, May 17.

Geo. L. Bittrick, grain inspector of the Chamber of Commerce, has been smiling a good deal lately. A baby girl recently arrived at his house.

James Fletcher, Jr., well known to the grain men of this market as a grain exporter, died suddenly on a train enroute from California, where he had spent the winter, to his home in New York City where he had been living since he retired from the grain business. The funeral was held in this city Apr. 12.

MICHIGAN

Saline, Mich.—Mail addressed to the Cool Bros. Grain Co. here is returned.

Beaverton, Mich.—We expect to build some new coal sheds soon.—Beaverton Elvtr. Co.

Carson City, Mich.—The Carson City Elvtr. Co. has been organized and has leased the elvtr. of the Lewellyn Bean Co. Barney Miller will be mgr.

Detroit, Mich.—The Michigan Central Elvtr. "B" has been taken over by the Board of Trade and C. F. Allan is in charge. The elvtr. was taken over May 5.—W. W. Recker, chief grain inspector.

Sanford, Mich.—We are remodeling our elvtr. but will not install new machinery. The Farm Buro has an ass'n here but are not very active. Last fall it was either going to buy or build an elvtr. but nothing has been done yet as far as we know.—Sanford Elvtr. Co.

Twining, Mich.—Our elvtr. which was destroyed by fire Mar. 4, will be rebuilt immediately, equipment consisting of Grain Mill, 25 h.p. F.-M. Engine, Bean Mill, Bean Picking Machinery. The new plant will be modern in every respect. Building will start about May 10.—J. E. Martindale, Bay City.

Custer, Mich.—L. G. Jebovy & Co. is the name of a new firm which will build an elvtr. and feed mill. A site has been secured and the company has bot the Brayton warehouse. The capital stock will be \$14,000, and L. G. Jebovy of Ludington pres., D. E. Wing, vice-pres., and John O. Doe, sec'y-treas., are the temporary officers. A charter has been applied for.

Webberville, Mich.—Cool Bros. sold out to the Farmers Elvtr. Co. at Saline, 2 years ago and bot out E. F. Cool & Co. at Clarksville. We did business there 1½ years and sold out to the farmers. Cool Bros. dissolved partnership and have been out of business from June 1st, 1920, till this spring in March, when I bot the Webberville Elvtr. Co. out and am running the business alone.—Charles Cool.

MINNESOTA

Hastings, Minn.—The Hastings Farmers Co-op. Elvtr. Co. has succeeded the Farmers Elvtr. Co. and is now in possession of the elvtr. James Ahern is sec'y.

Kensington, Minn.—The recently incorporated Four County Farmers Mill Co-op. Ass'n has taken over the plant of the Kensington Mills, Inc.—G. A. Melges, sec'y-treas.-mgr.

Buffalo Lake, Minn.—The Equity Elvtr. & Trading Co. has been incorporated for \$20,000 by P. Ulrich, Geo. Antonsen and others. The company bot an elvtr. last summer here.

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Johnson, Minn.—The elvtr. of the Northwest-ern Elvtr. Co. burned here recently.

Lyndale, Minn.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of E. E. Bartlett.

Henderson, Minn.—E. H. Nagel has bot our elvtr. and took possession May 9.—Skewis Grain Co.

Osakis, Minn.—The plant of the Osakis Milling Co. was slightly damaged by fire recently when a locomotive spark started a blaze.

Glencoe, Minn.—The Farmers & Merchants Co. has wrecked the old elvtr. of the Farmers Union Elvtr. Co. and will rebuild it near the company's mill.—Farmers Elvtr., Live Stock & Produce Co.

Luverne, Minn.—E. H. Moreland has sold his interest in the Manningel-Morland Grain Co. to M. Rathjen and the new firm name is Manningel-Rathjen Grain Co.—D. W. Campbell, mgr. Farmers Elvtr. Co.

Northfield, Minn.—The Theota Flour Mills Co. has been incorporated and will take over the property of the Theobold Flour Mills Co., which has been in financial straits for some time. The new company has a capital stock of \$300,000.

Richmond, Minn.—The Farmers Milling & Elvtr. Co. has been incorporated for \$100,000 and has bot the Richmond Flour Mills & Elvtr. from F. Wurst, who has operated them for the last 30 years. I am sec'y.-treas and mgr.—E. L. Wurst.

Jackson, Minn.—The Farmers' Co-op. Ass'n will install new F.-M. Auto Truck Dump Scale and a Globe Dump. There will be a new driveway built, new foundation under the elvtr. and other alterations. The T. E. Ibberson Co. will do the work.

Glenwood, Minn.—The elvtr. of the Glenwood Grain & Fuel Co., containing a carload each of wheat, flax, barley and oats, burned recently and is a total loss. The house was insured for \$7,500 and the grain was fully covered. A. O. Johnson is owner.

Wells, Minn.—The Farmers Elvtr. Co. will build additional grain storage, consisting of 6 bins; make extensive changes in its present elvtr. here, install new legs, new cleaners and equip the plant to operate with motors. Val C. Meyer is the local mgr., and the T. E. Ibberson Co. has the contract for the work.

Ruskin (Faribault p. o.), Minn.—Our company is the one that raised its capital stock to \$50,000, and we are organizing on the patrons' dividend plan. The elvtr. of the Farmers Land, Loan & Grain Co. has not been operated for some years.—S. L. Tussing, mgr., Ruskin Farmers Merc. & Elvtr. Co.

Mantorville, Minn.—John Rea will be mgr. for the Farmers Elvtr. & Merc. Co. until Aug. 1st. He has been mgr. in charge since Dec. 3, when he became temporary mgr. for the company on account of the illness of Mgr. Wm. Zoller, who has been at Rochester, Minn., for treatment of cancer of the stomach. He was formerly ass't mgr. to Mr. Zoller.

Sauk Center, Minn.—The Equity Exchange, which in December took an option on the elvtr. of the Central Minn. Power & Milling Co., has been making strenuous efforts to complete the formation of the company before the option expires. Nearly all of the stock is subscribed but aside from the purchase price of the elvtr. it is said it will take \$15,000 to put it into shape.

Reading, Minn.—The books of the Farmers Elvtr. Co. here have just been audited and a reported shortage of \$35,000 found. It is said that under the firm name Mgr. A. E. Otterson carried on a speculation on the buying side of the market with different commission firms, marketing the company grain to cover. The stock of the elvtr. company is non-assessable and the 7 directors will be called upon to stand the shortage.

DULUTH LETTER.

Duluth, Minn.—Board of Trade memberships are quoted at \$4.950.

W. L. Grandy has posted the transfer of his Board of Trade membership to Jos. McCarthy.

Duluth boys on 'change never miss a chance to smoke and the arrival of a young son at the home of Bert Dinham made "Daddy" "set 'em up" in smoke.

Duluth, Minn.—Julius H. Barnes may now add Master of Arts to his title, Harvard University having tendered him the honor as a recognition of his services as head of the U. S. Grain Corporation.

Smoking twice in the same week may go hard with some of the boys on 'change, but Jos. F. McCarthy had to provide "them" when he was elected to membership. He has been appointed representative for F. S. Lewis & Co. of Chicago and his many friends wanted to show him they appreciated the fact. He will be succeeded as mgr. for the North American Telegraph Co.'s wire on the floor by H. W. Beatty.

MINNEAPOLIS LETTER.

Clark Hempstead has succeeded Alfred Pillsbury as sec'y of the Pillsbury Flour Mills Co., Mr. Pillsbury now being treas.

The circulation of unverified market reports has been placed under a ban by the Chamber of Commerce and violators will be held accountable.

The Imperial Elvtr. Co. has increased its capital stock from \$1,000,000 to \$1,250,000. In 1896 the company was organized at Owatonna, Minn., with a capital stock of \$25,000.

H. C. Stebbins, pres. of the Red Wing Milling Co., of Red Wing, a member of the Chamber of Commerce for many years, died Apr. 28 at his home in this city at the age of 56.

Fire was discovered in the home of P. E. Stroud, vice-pres. of the John Miller Co., at 2 a. m., Apr. 26, and spread so rapidly that the house was a total loss, amounting to \$40,000.

J. H. Riheldaffer is now sales mgr. of the grain department of the A. L. Goetzmann Grain Co., which has an office in the Security Building. He is also vice-pres. of the company. He was formerly sec'y-treas. of the R. B. McLean Co.

The Clarx Milling Co. with offices in the Corn Exchange Building, is now in the hands of a receiver, Harland P. Roberts, having been named by the court. The liabilities of the company includes bills payable and notes and bonds sold to the amount of \$85,000. The company's plant is said to have a valuation of \$300,000.

MISSOURI

Farley, Mo.—Farley Co-op. Elvtr. Ass'n incorporated for \$25,000.

Chafee, Mo.—A new office will be built by the Enterprise Mill & Grain Co. here.

Charleston, Mo.—Wm. Holloway is now mgr. for the Mississippi County Elvtr. Co.

Dixon, Mo.—The Farmers Elvtr. Co. has been organized here to build an elvtr.

Sarcoxie, Mo.—Henry Sabert is reported as interested in plans to build an elvtr. here.

Mendon, Mo.—We are a new firm here.—C. O. White, sec'y, Farmers Grain & Supply Co.

Paris, Mo.—The elvtr. proposition has not gone across here yet.—H. G. Stevens, county agt.

Holliday, Mo.—The recently organized Farmers Elvtr. Co. is negotiating for the elvtr. of McCann.

Rush Hill, Mo.—Edward C. Hildebrand is now mgr. for the Farmers Elvtr. Co., succeeding Quincy Adams.

Louisiana, Mo.—The Farmers Elvtr. Co. has been organized and as soon as the stock is sold will begin operations.

Farmington, Mo.—P. D. Giessing, of John G. Giessing & Sons, props. of the Farmington Milling Co., died recently.

Oran, Mo.—Sam Brown will be the new mgr. for the Scott County Milling Co. here. He was formerly at Sikeston.

Madison, Mo.—H. B. Atterbury has been elected mgr. for the recently organized Madison Co-op. Elvtr. & Exchange Co.

Hunnewell, Mo.—The Farmers Grain & Elvtr. Co. will increase its capital stock to \$25,000 and will operate on a co-op. basis in future.

Fayette, Mo.—The Fayette Mill & Merc. Co. plans to remodel its mill and make substantial increase in capacity this summer.

La Grange, Mo.—Maurice Waterman has succeeded Fred Lesser as ass't mgr. for the La Grange Elvtr. Co. W. J. McPike is mgr.

Liberty, Mo.—We operate the only mill and elvtr. here.—W. C. Willmott, sec'y-treas., O. H. Corbin Milling Co., props. Liberty Roller Mills & Elvtr.

Turney, Mo.—The Turney Co-op. Elvtr. Co. has let a contract for a reinforced concrete elvtr. and tile warehouse, with machinery installed.

McGirk, Mo.—The Farmers Elvtr. Co. is adding another tank to its plant.

Canton, Mo.—The Canton Elvtr. Co. will install a Hale Signaling Distributor in its elvtr.

Columbia, Mo.—The office of Ichertz & Watson here has been closed and all business will be handled thru the St. Louis office of the company.—H.

Paris, Mo.—The Farmers Co-op. Ass'n is selling stock for a new elvtr. but at present has not decided on capacity or equipment.—Sproul & Son.

Warsaw, Mo.—The Farmers Exchange has completed its 12,000-bu. elvtr., 26x33 ft. on the ground and 75 ft. high. A 50x80 ft. warehouse is also finished.

Wayconda, Mo.—The Wayconda Grain Co. has bot the elvtr. and office building from Bertram & Sherwood. The scales have been moved and a new mill is under construction.

Clarksville, Mo.—The Clarksville Elvtr. Co. has completed its organization and has applied for a charter, listing \$20,000 as capital stock. K. C. Patton is one of the directors.

Kearney, Mo.—We have not let the contract for building an elvtr., but will build a 20x100 ft. warehouse and go into the feed line.—P. W. McConnell, mgr. Kearney Grain & Supply Co.

Independence, Mo.—There is only one elvtr. here and it is owned and operated by us.—Waggoner-Gates Milling Co. (It was reported that "The May Grain Co." would repair its elvtr. at this station.)

Emma, Mo.—The Emma Grain Co. has let contract for a reinforced concrete warehouse of 2 stories in height, with a freight elvtr. installed. Construction is being started at once. The Monolith Builders, Inc., have the contract.

New Florence, Mo.—Chas. F. Meyer, A. H. Hendershott, S. M. Weeka and others are organizing a new company with a capitalization of \$25,000 to buy the plant of the local milling and grain company or put up a plant of its own.

Osborn, Mo.—The Osborn Elvtr. Ass'n has finally succeeded in securing its site on the Burlington for its new concrete elvtr. and warehouse, and has instructed its contractors, The Monolith Builders, Inc., to start the construction. The switch is being laid.

Higginsville, Mo.—We don't expect to do much improvement this year. We installed a Globe Truck Dump last summer, which puts our elvtr. in first class shape to handle the grain hauled, in any way, shape or form.—A. H. Meinershagen, mgr. Eagle Mill & Elvtr. Co.

Bonnots Mill, Mo.—The Bonnots Mill Elvtr., formerly owned by Geo. Hausmann, Jr., has been sold to the farmers and will be run under the name of Producers Exchange. The officers are: Christ Schmitz, pres., and William Bret, sec'y-treas. Geo. Hausmann, Jr., was chosen mgr. for the first year.—Geo. Hausmann, Jr.

Wilcox, Mo.—A cribbed elvtr. is under construction for The Western Grain Co. The house will be equipped with 12-h.p. kerosene engine, 10-ton Fairbanks Scale, Fairbanks Automatic Scale, feed grinder and one stand of elvtrs. and other equipment. The elvtr. will be covered with galvanized iron and will have a capacity of 10,000 bus. The R. M. Van Ness Constr. Co. has the contract.

St. Joseph, Mo.—The Sun Grain & Export Co., of Guthrie, Okla., has leased the Gt. Western Elvtr., operated under lease by the Gt. Western Elvtr. Co. The former company has assumed the balance of the 10-year lease which has about 7 years to run. It is said that a local company will be organized to operate the house. The elvtr. was operated for 3 years by the Gunnell-Windle Grain Co. which was later merged with the Gt. Western Grain Co. The house has been recently overhauled and is in splendid condition. New machinery has just been installed and no remodeling or repairing will be necessary. It has a capacity of 125,000 bus. Frank S. Graham is pres. of the Oklahoma company, and an office will probably be opened very soon.—N. K. Thomas.

KANSAS CITY LETTER.

The Stevenson Grain Co. has moved its offices to the Board of Trade Building.

E. A. Twidale has applied for membership on transfer from C. S. Leach.

The furniture and fixtures in the office of the Hinds Grain Co. were sold at public sale by the receiver of the company, Apr. 29.

The office of the Eugene Cox Grain Co. in the New England Building has been closed. Send mail to me at Mena, Ark.—Eugene Cox.

F. C. Hoose, who has been touring South America and Cuba for the last 8 weeks, is home again. He is mgr. for the Norris Grain Co.

The trading hall of the Board of Trade has been redecorated with the greatest care and members are duly pleased with the lighter effect produced. Repairs, etc., cost \$1,000.

W. J. Mensendieck of the Mensendieck Grain Co. was the victim of burglars May 2, when yeggmen entered his home during the absence of the family and got away with \$6,800 worth of jewelry. The loss is partially covered by insurance. The home of H. F. Hall, who with his family has just returned from Honolulu, was also ransacked but the loss was not as heavy.

ST. LOUIS LETTER.

Earl S. McDonough has applied for membership in the Merchants Exchange on transfer from O. A. Cooper.

W. R. Spiers has taken over the interests of the J. L. Fredericks Commission Co. and is now in complete charge. The business will be conducted in the same manner as heretofore and under the old name.

We are indebted to Sec'y Eugene Smith for the 58th annual report of the Merchants Exchange. As is always the case Mr. Smith is to be congratulated on the thoroughness of the report, which covers all the information any one could possibly want in reference to the Exchange, its members, rules, reports, etc.

E. Hasenwinkle, formerly with the J. L. Fredericks Commission Co., left that company May 1 and with A. F. Shultz, a member of the exchange for 10 years or more, has organized the Ed Hasenwinkle Commission Co. with offices in the Merchants Exchange. The new company will specialize in a commission business, handling grain and seeds. Mr. Hasenwinkle is well known having been "on the road" for many years.

On May 2 members of the St. Louis Merchants Exchange voted at a special election to adopt an amendment of Sec. 10, Rule 4 which provides: The Board of Directors is fully authorized and empowered to establish and maintain a Dept. of Sampling under such rules, regulations and conditions as the Board may deem necessary and proper; the purpose and intent being to secure the prompt, accurate and correct sampling, and methods of sampling of all property handled by members of the Merchants Exchange and others requesting the service. The amendment was passed by a vote of 137 to 37.

MONTANA

Stanford, Mont.—The Rocky Mountain Elvtr. Co. is installing a Bird Auto Dump here.

Winifred, Mont.—The Consumers Grain Co. has bought the elvtr. of the Farmers Co-op. Ass'n.

Roundup, Mont.—We will install a Bird Truck Dump and make minor improvements.—Roundup Elvtr. Co.

Poplar, Mont.—The elvtr. of the Bain Grain Co. burned May 1 with a loss of \$10,000. It was a wood house.

Collins, Mont.—We have installed Bird Auto Dump in the elvtr. here.—Rocky Mountain Elvtr. Co., Great Falls.

Barber, Mont.—We have removed the tin roof from our elvtr. and shingled it.—S. Magnussen, agt., Occident Elvtr. Co.

Park City, Mont.—B. M. Harris was recently elected pres. and R. Johnson sec'y-treas. and mgr. of the Park City Milling Co.

Missoula, Mont.—J. B. Clark, formerly with the Ravalli Flour & Cereal Mills, is now mgr. of the grain department of the Missoula Grain Co.

Great Falls, Mont.—We are repairing our entire line of elvtrs., about 50, and expect to have them all in A No. 1 condition to handle the coming crop.—Rocky Mountain Elvtr. Co.

Ashuelot (Fairfield p. o.), Mont.—A notice has been filed in the district court, of the defendant's intention to move for a new trial by the Montana Elvtr. Co. in the case of M. L. O'Neill, to whom a jury recently allowed full claim for wheat alleged to have been delivered to the company's elvtr. here.

Great Falls, Mont.—The Montana Flour Mills Co. held a dinner and a meeting here recently. It was reported that the mills at Bozeman, Harlowton and the one here are working one shift and the plant at Lewiston will be put into operation in a few days. Pres. McClave said: "We are confident of a good year."

NEBRASKA

Bostwick, Neb.—Fried Fish is no longer mgr. for the Farmers Union Elvtr. Co.

Nelson, Neb.—The Farmers Union Elvtr. Co. has increased its capital stock to \$10,000.

Ithaca, Neb.—Wm. F. Schneider has succeeded Fred Harden as mgr. for the Farmers Union Co-op. Ass'n.

Tilden, Neb.—The Tilden Grain Co. incorporated for \$20,000 by J. C. Bruhn of Tilden and C. H. Torpin of Oakdale.

Liberty, Neb.—We have bought the elvtr. of the Wright-Leet Grain Co. and are now operating it.—Harden Grain Co.

Swedehome (Stromburg p. o.), Neb.—Farmers Union Co-op. Co. incorporated for \$100,000 by F. H. Frederickson and others.

Bruno, Neb.—L. E. Krojirek, former mgr. for the Bee Elvtr. Co. at Bee, is now mgr. for the Farmers Grain & L. S. Co. here.

Comstock, Neb.—The Farmers Union Elvtr. Co. has decided to sell all its buildings but the elvtr. and to erect a new coal shed and warehouse.

Louisville, Neb.—John Ingram has succeeded F. H. Ossenkop, who has been appointed postmaster, as agt. for the Duff Grain Co., of Nebraska City, here.

Alvo, Neb.—Ed Stroemer, formerly mgr. for the Farmers Union Co-op. Ass'n, has resigned and is now mgr. for the Farmers Elvtr. Co. at DeWitt.

Crete, Neb.—The tile elvtr. and mill of the Farmers Union Co-op. Ass'n was rebuilt and strengthened after one of the overhead bins fell on the cleaner.

DeWitt, Neb.—Ed Stroemer has succeeded G. R. Klien as mgr. for the Farmers Elvtr. Co. He was formerly mgr. for the Farmers Union Co-op. Ass'n of Alvo.

Elsie, Neb.—The High Line Grain Co. has succeeded the J. W. Velte Grain Co. The new company intends to remodel the house.—John Stubblefield, mgr.

Dix, Neb.—W. D. Gray is now mgr. for the Farmers Co-op. Elvtr. Co. here. He was formerly mgr. for the farmers' company at South Ravenna (Ravenna p. o.).

Scribner, Neb.—The Crowell Lumber & Grain Co. has recently installed a 10-ton Howe Truck Scale. The scale was furnished and installed by the Van Ness Const. Co.

Scribner, Neb.—The metal roof of the mill of the Farmers Elvtr. Co. was torn off Apr. 24, and the roof of the elvtr. was also badly damaged by a severe wind storm.

Rockford, Neb.—We operate both elvtr. here and M. Ruyle is not in the grain business at all. He is now in Colorado somewhere.—The Farmers Union Co-op. Ass'n.

Emerson, Neb.—The Crowell Lumber & Grain Co. has recently installed a truck dump and a 10-ton Howe Truck Scale. The R. M. Van Ness Const. Co. had the contract.

Gordon, Neb.—The elvtr. of the Farmers' Grain & Supply Co. burned May 1. Loss on elvtr. \$15,000. Insurance \$10,000. About \$15,000 worth of stock burned but it was fully insured.

Kimball, Neb.—The Western Wheat Co., formerly operating as the Talbert & Vnuk Grain Co., will build elvtrs. at Oliver Siding (Kimball p. o.) Dix, Potter, Bushnell and Kimball.

Irvington, Neb.—The Irvington Mills Co. has recently installed a 35-h.p. motor, a 2 pair high Barnard & Leas Feed Mill and other machinery. The R. M. Van Ness Constr. Co. had the contract.

Burwell, Neb.—A. H. Meyers recently installed a 300-bu. Howe Hopper Scale in his elvtr., also new elvtr. leg and other equipment. The R. M. Van Ness Const. Co. had the contract.

Richland, Neb.—J. C. Garner, formerly mgr. for the Farmers Union Elvtr. Co., has resigned and will retire from the grain business. He will go to Ames and engage in the mercantile business.

Dixon, Neb.—H. E. Larson, formerly mgr. for the Farmers Union Elvtr. Co., is reported to have been sentenced to a penitentiary term for the alleged embezzlement of funds belonging to the company.

Brownson (Sidney p. o.), Neb.—The Farmers Grain Co. has recently installed a 10-ton Howe Truck Scale in connection with its new office. The R. M. Van Ness Const. Co. had the contract.

South Ravenna (Ravenna p. o.), Neb.—W. D. Gray, formerly mgr. for the Farmers Co-op. Elvtr. Co. here, is now located at Dix where he is in charge of an elvtr. He was succeeded here by John Hervent.

Newman Grove, Neb.—The Farmers Lumber & Coal Co. has leased the Shively Mills plant, which includes a 12,000-bu. elvtr., and will enter the grain business in connection with its lumber and coal yards.

Friend, Neb.—We have not been incorporated for \$10,000 but recently were granted permission to sell \$10,000 worth of new stock. Our capital stock is \$50,000.—J. A. Calkins, Farmers Union Co-op. Co.

Maxwell, Neb.—We will build a very small grain elvtr. for the present, as we have not yet fully decided just what we will do in the matter.—R. A. Beauchamp, mgr. Farmers Union Co-op. Ass'n.

Dodge, Neb.—The Crowell Lumber & Grain Co. has recently repaired its elvtr., putting in new foundations, installing new truck dump and making other repairs. The R. M. Van Ness Const. Co. had the contract.

Oak, Neb.—I have bot the Oak Flour Mills and will operate the plant. I was mgr. for the Farmers Elvtr. Co. at Deshler for 9 years and then went to Holyoke, Colo. I am now, however, located here.—J. R. Hoffman.

David City, Neb.—J. H. Strother of Beaver Crossing and G. E. Stepanek, who recently sold his grain interests at Friend, have bot the elvtr. of Fred Graves for \$5,700. It will be operated as Strother & Stepanek.

Gretna, Neb.—The Farmers Grain Co. has recently repaired its elvtr. and installed a Van Ness Roller Bearing Manlift, also a Fairbanks 10-ton Truck Scale and other machinery. The R. M. Van Ness Const. Co. had the contract.

Tobias, Neb.—H. G. Otto has just completed overhauling his elvtr., putting in reinforced concrete dump pits, a cleaner bin, steel spouting, new driveway floor and dump logs. The Mid-West Contracting Co. did the work.

Waterloo, Neb.—A few farmers here have joined together and we are using a farm elvtr. but do not intend to build an elvtr. or go into the grain business.—O. E. Pritchard. (The report refers to the Allies Grain Co. reported to have been organized recently.)

Superior, Neb.—The Superior Elvtr. Co. is completing its new corn mill. There is a rumor that farmers in this vicinity may build an elvtr. and also that the Scouler-Bishop Co. may rebuild its elvtr. burned Apr. 5, on the same site.—D. R. Andrews, Grain Inspector.

Shelby, Neb.—No deal relative to the Shelby Grain Co. has been closed and at the present time the elvtr. is not in operation. The chances are it will be tied up in the courts due to losses.—A. C. Dunning. (The controlling interest in the company was reported sold to Oscar Blevins.)

Lincoln, Neb.—H. R. 225 will help the car shortage proposition if it is carried thru. The substance of the bill, which relates to "failure to furnish cars," is as follows: The offense is punishable by the forfeiture of \$5 per car per day for each and every day that cars are not furnished to shippers, within 5 days after the application, and requires railroad companies to make an annual reciprocal demurrage contract with each shipper receiving or sending 10 cars or more during the year.

Bee, Neb.—The Octavia Farmers Lbr. & Grain Co. recently sold its lumber yard here to the Joyce Lumber Co. of Iowa, which operates as the Builders Supply Co. in this state. The elvtr. is owned by H. C. Rurup, Grain, with headquarters at Octavia. Rudolph Strume is mgr. for both firms with E. J. Zavodny asst mgr. L. E. Krojirek has resigned as mgr. of our company and I have succeeded him. He is now mgr. for the Farmers Grain & L. S. Co. at Bruno.—F. A. Engler, mgr. Bee Elvtr. Co.

Pawnee City, Neb.—Lew Flannagan has succeeded W. S. Potts as mgr. for the Farmers Co-op. Union Ass'n.

OMAHA LETTER.

Omaha, Neb.—Wm. J. De Winter resigned as export mgr. for the Maney Milling Co. May 1.

Omaha, Neb.—The Western Hay & Grain Co. has recently installed a 15-ton and a 20-ton Howe Scale, furnished and installed by the R. M. Van Ness Const. Co.

Omaha, Neb.—A sentence of a year and a day in the penitentiary and a fine of \$5,000 was the punishment drawn by Wm. R. Richter for the alleged forging of Bs/L for car loads of corn that did not exist. He will probably be sent to Fort Leavenworth.

W. H. Moore is now a member of the Moore Friesen Grain Co., which will engage in the cash grain business here. Mr. Moore, who was formerly with the Wichita Terminal Elevtr. Co., will look after the business here, and Mr. Friesen will take care of the country elevtr. business. This firm is reported as a successor to the Nichols Friesen Grain Co., Mr. Nichols having died last January.

The Merriam & Millard Co. has recently remodeled and reinforced its Terminal Elevtr. New power shovels have been added and an addition to the elevtr. proper. Howe Truck Scales, also truck dump and belt conveyor to carry grain from the dump into the main elevtr. have been installed. This elevtr. is a very old house of cribbed construction, built in early days to handle flax seed and oats. Until the bins were reinforced they could be filled only half full. The elevtr. can now be loaded to its full capacity and is good for many years more. The R. M. Van Ness Const. Co. had the contract.

NEW ENGLAND

Brattleboro, Vt.—Chas. Crosby, of E. Crosby & Co., died May 7.

Furnace, Mass.—Hillman Bros. and Healy Bros. which were in the grain business here many years ago have been succeeded by the Ware River Grain Co.

Providence, R. I.—The grain and feed plant of John D. Peck, Inc., burned Apr. 27 with a loss of \$20,000. Five or six carloads of grain, 8 of baled hay and several of fertilizer were a total loss.

NEW YORK

Amityville, N. Y.—I have been out of the grain business here for 2 years.—R. J. Inland.

Watervliet, N. Y.—The E. J. Foley Feed & Grain Co. incorporated for \$20,000 by E. J., R. E. and M. T. Foley.

Buffalo, N. Y.—The Co-op. Grange League Exchange, Inc., contemplates the rebuilding of the mill and elevtr. burned Apr. 14.

Gowanus Bay, N. Y.—Contract for the state owned elevtr. here, which will have a capacity of close to 1,800,000 bus., has been let to the Fegles Constr. Co. The contract is for the elevtr. and equipment. The foundations are in.

Buffalo, N. Y.—F. A. McLellan succeeded B. J. Burns as mgr. for the plant of the Co-op. Grain Exchange, May 1. Mr. McLellan is a former pres. of the Corn Exchange and has been connected with the H-O Co. for many years.

Oswego, N. Y.—The sale of the assets of the Oswego Milling Co. to Geo. H. Hunt for \$16,400 was confirmed by Judge Ray. Mr. Hunt will organize a new company which it is said will have plenty of money, and the plant will be put into operation shortly.

NEW YORK LETTER.

T. T. Hunter has succeeded James J. McGowan as floor representative for G. L. Douglas, Inc.

Geo. C. Sondergaard, Shigeje Tajima and Thos. B. Nichols have applied for associate memberships in the Produce Exchange.

The office of the federal grain supervision, Bureau of Markets, has been moved from Franklin St. to Bridge St. in this city.

Victor Fleming has resigned as floor representative of the Hecker-Jones-Jewels Milling Co. at this market.

The first liquidating dividend of \$7 a share was paid May 6 to holders of record May 5, by the American Malt & Grain Co. which has succeeded the American Malting Co.

New York, N. Y.—Karl Neumond, Frederick E. Hasler and Wm. F. Meehan have applied for membership in the Produce Exchange, and the following are seeking associate memberships: Geo. T. Schulz, Wm. N. Van der Vorn, Frank J. McKibben, Arthur R. Hasler and James F. Cleary.

NEW MEXICO

Springer, N. M.—We did not sell our elevtr. here to H. G. Zorn as reported.—Farmers Exchange Co.

Grier, (St. Vrain p. o.) N. M.—The Cramer Mill & Elevtr. has a 21,000-bu. elevtr. now under construction by A. F. Roberts. The foundation work is nearly completed and the frame elevtr. will soon be started. Equipment will include Richardson Automatic Scale, Fairbanks Truck Scale, F.—M. Engine and other up to date machinery.

NORTH DAKOTA

Overly, N. D.—The elevtr. of the Farmers Elevtr. Co. burned Apr. 22.

Belfield, N. D.—The elevtr. of N. J. Steffen is in the hands of Edward Josucks and has been closed 2 years.—X.

Edgeley, N. D.—We are considering the installation of motors to replace our engine power.—Edgeley Co-op. Grain Co.

Gwinner, N. D.—The elevtr. of the Farmers Elevtr. Co. was damaged by fire recently but the loss is reported to be small.

Glen Ullin, N. D.—The elevtr. of the Andrews Elevtr. Co. burned when fire swept an entire block of buildings, causing a \$75,000 loss.

Rock Lake, N. D.—Mail addressed to U. R. Davison formerly mgr. of the Farmers Elevtr. Co. here, is returned marked "moved to Bozeman, Mont."

Bowman, N. D.—A few office fixtures and records were all that were saved when the elevtr. of the Farmers Equity Co. burned, Apr. 20, with a loss of \$15,000.

Addison, N. D.—The elevtr. of the Farmers Elevtr. Co., containing 12,000 bus. of wheat and large quantities of other grain, burned recently and is a total loss.

Bremen, N. D.—Our elevtr. is temporarily closed. We will reorganize in a new corporation due to a big operating loss.—W. R. Hartl, Sec'y, Bremen Equity Elevtr. Co.

Sutton, N. D.—The elevtr. of A. H. Retzlaff containing 10,000 bus. of grain burned Apr. 21. Mr. Retzlaff had an elevtr. burned May 10, 1920, and started rebuilding it Aug. 31.

Spiritwood, N. D.—The Spiritwood Equity Elevtr. Co. will sell its elevtr. Martin Croft, mgr., is of the opinion that too many side lines, especially machinery, are detrimental to farmers companies in general.

Sentinel Butte, N. D.—The elevtr. of the Farmers Elevtr. Co., containing 3,000 bus. of wheat, 1,000 bus. of flax, 150 bus. of oats and some corn, burned Apr. 12 with a loss of \$30,000, partially covered by insurance. An overheated journal is held responsible for the fire.

Bowbells, N. D.—The elevtr. of A. C. Wiper, containing 90,000 bus. of wheat and flax, burned recently and is practically an entire loss. Loss on elevtr. was \$25,000, with \$6,000 insurance. The loss on the grain is not covered and the total loss is about \$100,000. Included in the wheat was the bulk of the "federal aid seed wheat" for Burke County. Some of the grain may be salvaged. The elevtr. will be rebuilt.

Fessenden, N. D.—W. W. Lyness has bought the interests of J. Austin Regan in the Regan & Lyness Elevtr. Co., becoming sole proprietor. The transaction involves \$100,000 and a line of 12 elevtrs. and many warehouses in this vicinity. The company was organized here in 1896, but later made Minneapolis, Minn., its headquarters. It is said the main office will be in this city, where Mr. Lyness has lived for the last 28 years.

Fargo, N. D.—The Fargo Mill Co. thru Pres. A. Brophy, announces that it will build a 35,000-bu. concrete elevtr., 110 ft. high. The equipment will include a 10-ton auto and wagon dump, two elevtr. legs with a 1000-bu. capacity each and fully equipped with modern scales and other modern elevtr. machinery. Mr. Brophy said that work on the elevator would be started in time to have the building ready to handle 1921 grain. The structure will be located near the mill office and mill.

Glenburn, N. D.—The elevtr. of the Dodge Elevtr. Co., which had not been in operation for the last 3 years, burned Apr. 22 and is a total loss. Only hard work saved the elevtrs. nearby from a like fate. The loss is placed at \$5,000. The blaze started in the burned elevtr.

Huff, N. D.—The mysterious disappearance of John F. Dahl, former mgr. for the Farmers Co-op. Elevtr. Co., after the elevtr. burned about Feb. 15, and irregularities said to have been found in the books which were saved at the time of the blaze, are being investigated by the company and by public officials. An audit of the books is being made. The audit is a result of the inability of the company to meet and cash the storage tickets on approximately 9,000 bus. of grain supposed to have been in the elevtr. at the time of the fire. The insurance on the elevtr. and stock has been paid but no one seems to know what became of the money received from the insurance company.

OHIO

Collins, O.—We are enlarging our elevtr. here.—Mead & Woodward, Norwalk.

Leipsic, O.—P. W. Davis has succeeded the Davis Grain Co. which has discontinued business.

Raymond, O.—We are now operating the elevtr. formerly operated by J. O. Wooton.—Raymond Elevtr. Co.

Avery, O.—We are only making necessary improvements on our elevtrs.—D. W. Call, mgr. Avery Elevtr. & Grain Co.

Gilboa, O.—The elevtr. formerly owned by the Davis Grain Co., now out of business, was sold and moved to Maplewood.

Grover Hill, O.—Wells & Co. have bought the elevtr. of the Hessian Grain Co. and I am still mgr. on the job.—Amos Bigelow.

Cavette (Van Wert p. o.), O.—The Cavette Equity Exchange has installed 2 Hall Signaling Non-mixing Distributors in its elevtrs.

Clarksfield (Wakeman p. o.), O.—We are building a 15,000-bu. concrete elevtr. here on the W. & L. E.—Mead & Woodward, Norwalk.

New Bremen, O.—We will build new coal sheds near our elevtr. here within 30 days.—G. H. McConnell, The Lock Two Grain & Milling Co.

Chatfield, O.—W. H. Baumgartner succeeded me as mgr. for the Chatfield Equity Exchange Co., Apr. 1. Will be located at Valparaiso, Ind., after June 1.—S. J. Brown.

Toledo, O.—Fred C. King, son of Frank I. King who died recently, is reported to be ready to retire from the grain trade. He will make his future home in California.

Briceton, O.—We have completed the foundation for a new house at this station and may complete it by fall.—W. S. Brecker, mgr. Haviland Elevtr. Co., Haviland.

Custer, O.—We are installing an electric grinder in our elevtr. here and have resided and painted the house, also covered roof with asbestos.—Deshler Farmers Elevtr. Co., Deshler.

Blacklick, O.—The Farmers Exchange Co., recently organized, will be incorporated for \$50,000 by L. M. Early, R. Stagg, C. F. Clamforth and others. The company will operate an elevtr. on the co-op. plan.

Worstville, (Payne p. o.), O.—The Haviana Elevtr. Co., Haviland, is just setting the machinery in its new house here on the N. P. R. R. There was a change in the management on April 23, W. S. Bricker being the new man in charge taking the place of C. W. Brown.

Deshler, O.—We have remodeled the loading out machinery on both of our elevtrs. here, so that we can now load a car in less than an hour, are residing and painting all 3 of our elevtrs., including the one at Custer, and covering our roofs with asbestos. We are also planning to build a large coal storage plant with unloading elevtrs.—Chas. B. Krohn, mgr. Deshler Farmers Elevtr. Co.

Cincinnati, O.—Members of the Chamber of Commerce are still trying to heal the break between it and the Hay & Grain Exchange which seceded from the parent body a number of years ago. W. C. Caulkins, who recently succeeded C. R. Hobbie as executive sec'y for the Chamber, will try to bring about peace. The lease on the exchange quarters in the Gwynne building will soon expire and it is believed that it will be a good time to patch matters up.

Agosta, O.—The reports of the LaRue and Agosta fires have been somewhat mixed. The LaRue elvtr., formerly owned by Cook & Stayman, and at the time of the fire owned by the LaRue Grain & Supply Co., was burned Mar. 26. The elvtr. here owned by the LaRue Farmers Exchange Co. burned Apr. 6. This fire was not a total loss. Insurance \$10,000. Our company expects to rebuild just as soon as plans can be settled on.—J. E. Stayman, mgr., LaRue Farmers Ex. Co.

OKLAHOMA

Clinton, Okla.—The Farmers Elvtr. Co. will install new equipment.

Cleo, Okla.—The elvtr. of the Rutherford Milling Co. burned recently.

Bromide, Okla.—The Bromide Cotton & Grain Co. is out of business here.

Wildorado, Okla.—The new 25,000-bu. elvtr. of Lester Stone & Co., Amarillo, is nearly completed.

Okay, Okla.—We will engage in the hay and grain business here this season.—Rogers Hay & Grain Co.

Antlers, Okla.—The Miller-Hendricks Hay & Grain Co. has opened offices in the Morgan Building.

Foyil, Okla.—A live stock department has been added to the grain business of the Foyil Elvtr. Co.

Jct., Oklahoma.—We are lowering our driveway and putting in a new dump.—W. M. Randels Grain Co., Enid.

Burlington, Okla.—The Burlington Grain Co. is installing a Eureka Cleaner.—J. L. Vance, Vance Grain Co., Kiowa.

Tuttle, Okla.—We are building a new elvtr. here to replace the one burned recently.—Oklahoma City Mill & Elvtr. Co.

Binger, Okla.—The Opitz Gin & Grain Co. will install an oil engine and make general repairs this summer.—Chas. Wilson.

Jet, Okla.—The Choctaw Grain Co. is building a new elvtr., replacing the house burned last fall.—G. C. Rhodes, chief inspector, Enid.

Agusta, Okla.—The June Grain Co. is moving its elvtr. to a new location and will increase the capacity of the house.—Cox-Henry Grain Co.

Brinkman, Okla.—The Bird-Winslow Grain Co. has started work on its new 12,000-bu. elvtr. The Southwestern Engr. & Mchy. Co. has the contract.

Burlington, Okla.—Chas. Bowles has succeeded me as mgr. for the Burlington Grain Co. I will go into business myself.—Sam Schulback.

Guymon, Okla.—The Light Grain & Milling Co. has let contract to the W. H. Wenholz Construction Co. for its new elvtr. here. Work has been started.

Purcell, Okla.—The Gibbons Elvtr. Co. has increased its capital stock to \$18,000. Increase will be used to make repairs on elvtrs. at Purcell, Washington and Cole.—J. E. Gibbons, mgr.

Nowata, Okla.—We have placed our elvtrs. at this point and at Watova, and South Coffeyville in first class condition to handle the new crop.—Nowata County Farmers Co-op. Ass'n.

Hooker, Okla.—The new 30,000-bu. elvtr. of the Light Grain & Milling Co. here has been completed by the W. H. Wenholz Constr. Co. who had the contract. The elvtr. is of reinforced concrete.

Grandfield, Okla.—We recently completely overhauled our elvtr. at this place and have installed a Trapp Dump. The Southwestern Engr. & Mchy. Co. had the contract.—R. I. Helton Grain Co.

Temple, Okla.—I am now operating the elvtr. which I recently bot from the Chickasha Milling Co. in my own name. J. E. McDonald, former mgr. of the elvtr., is out of the grain business.—E. C. Wegener.

Tonkawa, Okla.—The Tonkawa Co-op. Ass'n has been incorporated for \$40,000 by Wm. Hollman, L. P. McDaniels and J. R. Dorsett. The company has bot an elvtr. and hired a mgr. to begin operations May 14.

Bixby, Okla.—Geo. Brown of Broken Arrow, has bot the elvtr. of the R. H. Drennan Grain Co. The Tulsa Farmers Co-op. Co. has built a new mill and warehouse and installed a motor driven Scientific Attrition Mill.—Wm. Friese, mgr., Farmers Co-op. Co.

Mulhall Okla.—E. L. Mills is pres. and F. B. Wyatt, sec'y-treas. of the recently organized Farmers Co-op. Elvtr. Co.

Enid, Okla.—All grain firms around here are repairing their elvtrs. and getting ready for the new crop.—G. C. Rhodes, chief grain inspector.

Devol, Okla.—The elvtr. of the Chesher Grain Co. has been thoroly overhauled by the Southwestern Engr. & Mchy. Co. New distributor spouts and a Trapp Dump were installed, and the bins were reinforced by new rods.

Chattanooga, Okla.—The G. G. Black Grain Co. of this place has made extensive repairs to its elvtr., covering the entire building with galvanized iron, putting in a new driveway and pits, new bin hoppers and a Trapp Dump. The Southwestern Engr. & Mchy. Co. had the contract.

Lahoma, Okla.—The Farmers Grain Co. has let contract to the Southwestern Engr. & Mchy. Co. for extensive repairs on its elvtr. The old building which was formerly a mill will be converted into an up-to-date grain handling plant with all the necessary machinery installed including truck dump.

Altus, Okla.—The Cox-Henry Grain Co. is adding extensive repairs to its elvtr. at this station, consisting of an extra stand of legs with 10x5½ cups, new 1,000 bu. per hr. cleaner, scalper, an automatic power shovel for unloading grain from cars, and other repairs. The Southwestern Engr. & Mchy. Co. has the contract.

Cropper (Breckenridge p. o.), Okla.—We are building a new elvtr. at this station. The building when completed will hold approximately 10,000 bus. It will be equipped with Richardson Automatic Scale, F.-M. Engine, Trapp Truck Dump and one leg with 9x5 cups. The Southwestern Engr. & Mchy. Co. had the contract.—Hunter Milling Co., A. Jenkins, mgr.

Duke, Okla.—The Duke Grain Co., which was recently organized, has let contract for a new 10,000-bu. ironclad elvtr. to the Southwestern Engr. & Mchy. Co., and material is arriving for its structure. The equipment when completed will consist of a Trapp Truck and Wagon Dump, Richardson Automatic Scale, F.-M. Engine, one stand of legs with 10x5½ Salem cups.

Lahoma, Okla.—Our new 12,000-bu. ironclad elvtr. here is nearing completion. The Southwestern Engr. & Mchy. Co. has the contract. The foundation pits and bin bottoms are all of concrete. We have installed a Fairbanks Hopper Scale, a Trapp Truck Dump, one stand of elvtr. legs with 10x5½ Salem cups. We will be ready to receive grain May 10.—Randels Grain Co., Enid.

Cropper (Breckenridge p. o.), Okla.—The Sun Grain & Export Co. of Guthrie has let contract to the Southwestern Engr. & Mchy. Co. to rebuild its elvtr. here. The old building is to be raised and a new concrete foundation and pits will replace the old wood pits. Machinery will all be reinstalled. A new engine room and office will be built and auto truck dump and truck scales will be installed.

Hopeton, Okla.—We have let the contract to the Southwestern Engr. & Mchy. Co. to rebuild our elvtr. here. When finished the elvtr. will be modern throughout with concrete foundation and pits and galvanized iron siding with the usual elvtr. machinery, consisting of 10x5½ Salem cups, automatic scale, F.-M. Engine, Trapp Dump, etc. We expect to be ready to receive grain June 1st.—Randels Grain Co., Enid.

Inola, Okla.—M. L. Kipp died as he was leaving a doctor's office in Wagoner, Apr. 19. He was stricken on the stairs and falling died instantly. Heart disease is given as the cause. Mr. Kipp had just said good-bye to his wife who was to undergo an operation, and left the offices when death came. He was 59 years old and is survived by his wife and 3 sons, one of whom is now in Africa. He was well known to the grain trade in this vicinity.

Goltry, Okla.—The Farmers tile elvtr. here consists of 4 tanks and 3 bins over the working floor between the tanks. When the manager had placed about 1000 bus. of grain in one of the tanks he noticed that the floor had settled, so he started to let the grain out with the result that the walls came tumbling down and carried the work floor, manlift and elvtr. leg all down into the pit. The failure seems to have been due to poor mason work and lack of proper reinforcing.—W. I. C.

El Reno, Okla.—F. E. Loomis, a former partner in this firm has sold his interest to P. N. Kroeker and J. N. Kroeker who are the sole owners of the Farmers Mill & Grain Co. now. We have installed a 10-ton Howe wagon and truck scale; besides our incline truck dump we are now installing a York Truck Lift; this permits us to dump wagon and truck at the same time and enables us to keep the different grades of grain separate without elevating continuously.—P. N. Kroeker, Farmers Mill & Grain Co.

Billings, Okla.—The Billings Grain & Supply Co. has let contract to the Southwestern Engr. & Mchy. Co. for a 35,000-bu. ironclad elvtr. which will be modern and up-to-date when completed. The elvtr. consists of 11 bins and is 48 ft. to the square. It is surmounted by a cupola 14x22x24 ft. high. The building is to be covered with galvanized brick siding and is to have an asbestos roof. The equipment includes a 20-h.p. engine, one 20 and one 15-h.p. motor, cleaner and scourer, Richardson Automatic Scale, Trapp Dump and two stands of legs with 9x5 V cups. The building is also arranged to unload grain from cars by gravity.

El Reno, Okla.—We broke ground on April 23rd for the construction of an office building, one floor and basement. The building will be of concrete construction similar to our mill building. A large laboratory will be provided in the basement, also commodious assembly room. On the upper floor separate rooms will be provided for the mgr. of the grain dept.; mgr. of products sales and ass't sales mgr. as well as the gen. mgr. There will also be a large general office room. Provision is being made for later enlargement of the building by adding another story. The Jones-Hettelsater Const. Co., is handling the construction work.—El Reno Mill & Elvtr. Co., Leonard.

OKLAHOMA CITY LETTER.

The question of the building of the proposed Terminal elvtr. is still being discussed and prospects seem favorable for the plan.

A new firm to be known as the Belt Mill & Grain Co. is building an elvtr., corn mill and warehouse here. J. W. Strader is interested.

We did not form a new company, simply re-incorporated when our charter expired. Same officers and stockholders.—Plansifter Milling Co.

C. W. Bleuler, mgr. of the Maney Export Co., who has been ill with influenza, is back at his desk to the gratification of his many friends on 'Change.

Oklahoma City, Okla.—C. D. Ashenhurst, of the Ponca City Milling Co., Ponca City, has succeeded H. L. Stover as ass't gen. mgr. for the Oklahoma City Mill & Elvtr. Co.

The C. A. Polson Co. has been re-organized and Geo. W. Williams, formerly mgr. and treas. of the Gotebo Elvtr. Co. at Gotebo, is now sec'y-treas. of the company, with office here.

H. A. Cadawallader who has also been a victim of the "flu" has won out and is being hailed by his friends and associates as a returned warrior. He is pres. of the Cadawallader Grain Co.

Oklahoma City, Okla.—C. D. Ashenhurst has succeeded H. L. Stover as ass't gen. mgr. for the Oklahoma City Mill & Elvtr. Co. Mr. Stover is now connected with the Wichita Mill & Elvtr. Co. at Wichita Falls, Tex.

R. H. Conyers, pres. and gen. mgr. for the Conyers Grain Co. is now sole owner of the business. His brother, H. W. Conyers, formerly with him, has retired from the firm and will engage in the grain business for himself.

OREGON

Portland, Ore.—Kerr Gifford & Co. has bought 2 Hall Signaling Non-Mixing Distributors.

La Grande, Ore.—The office of the Wallowa Milling & Grain Co. here has been closed indefinitely.

Baker, Ore.—J. E. Lenhart, a retired grain dealer was found hanging to a rafter in his garage about 8 a. m. May 2. The body was still warm when cut down but life was extinct. It is believed that he climbed a step ladder, twisted a piece of electric wiring about his neck and leaped off. He had been in the grain business many years. He owned grain warehouses and mills in and around North Powder. He was 54 years old.

PENNSYLVANIA

Lancaster, Pa.—W. I. Brocklehurst, formerly elvtr. mgr. for Sitley & Son, Inc., Camden, N. J., is now gen. sales mgr. for J. W. Eschelman & Son in their eastern territory.

Pittsburgh, Pa.—Since the starting of the sampling department of the Grain & Hay Exchange many of the grain firms of the exchange have been assigned booths on the floor.

Titusville, Pa.—John P. Mack has sold his interests in Mack Bros. to Geo. Mack, who will continue the business under the old name. John Mack has been with the company 22 years.

Lancaster, Pa.—S. High Levan has bot the wholesale grain and feed business of Jonas F. Eby & Son. Mr. Levan is associated with Austin Boyd of the Austin Boyd Co. of Philadelphia and the new firm will be called the Levan & Boyd Co. with offices in the Woolworth Building here and in the Bourse at Philadelphia.

Wilkes-Barre, Pa.—Col. Asher Miner, pres. of the Miner-Hillard Milling Co., who lost a leg in France and earned medals and foreign decorations, has just been further honored by a commission as first brigadier general commanding the field artillery brigade of the Pennsylvania National Guard. Mr. Miner is now in excellent health and has resumed his activities in the milling business.

Greencastle, Pa.—J. Edward Omwake, who will retire from the firm of Diehl, Omwake & Diehl, of Chambersburg, July 1, will then form a partnership with his brother C. P. Omwake, and under the firm name of Omwake Bros. will operate the elvtr. which the new company has taken over from the Greencastle Elvtr. Co. and the one of the Lemaster Feed & Grain Co., Lemaster. Aaron Myers will be managing partner at Lemaster.

Chambersburg, Pa.—On July 1, Walker, Diehl & Walker will succeed Diehl, Omwake & Diehl. John A. Diehl and his son Geo. E. Diehl retiring from the business, and the firm will be dissolved as Mr. Omwake will go into partnership with his brother C. P. Omwake. Robert M. Diehl will be associated with the Walker Bros. The new company will take over the elvtr. of the Culberston Feed Grain Co., Culberston, with Walker Shatzer as managing partner, the Marion Warehouse Co. with John Zarger as managing partner at Marion, and the warehouse of John A. Diehl & Co. at Richmond Furnace with Bruce M. Small as managing partner. These will be operated in conjunction with the Western Maryland Elvtr., now operated by Walker Bros., as will the elvtr. at Altenbald, belonging to the old firm, with M. Whitman as managing partner. The new firm is composed of Frank C. and Paul Walker, for 10 years in the grain trade, succeeding their father, George Walker, who was a pioneer grain man, and Robert M. Diehl, son of John A. Diehl, who is retiring after almost 60 years in the trade.

PHILADELPHIA LETTER.

Marshall-Gough & Co. have been incorporated for \$100,000 and will engage in the grain and hay business.

Aug. F. Gruber has established offices in Atlantic City with a private wire connection with the offices here.

Geo. C. Shane of the Shane Bros. & Wilson Co. has retired from the firm and from business and W. J. Wilson has entered the business on his own account with offices in the Bourse Building. Fred O. Shane is sec'y and mgr. of the new company which is a reorganization of the old one and operated under the old name. Harvey C. Miller, pres. of the Keystone Elvtr. & Warehouse Co., is pres. and Morris F. Miller of L. F. Miller & Sons is vice-pres.

SOUTHEAST

Waynesboro, Ga.—We will build a modern grain elvtr. but it will not be fireproof.—Burke County Elvtr. & Marketing Co.

Middletown, Del.—The Farm Buro of this vicinity is making an effort to have companies formed by the members and elvtrs. built at convenient points.

Marshall, Va.—The new 40,000-bu. reinforced concrete elvtr. of T. H. Maddux is now under construction and will soon be ready to receive grain. The Spencer Construction Co. has the contract.

Farmville, Va.—The 50,000-bu. reinforced concrete elvtr. of the Farmville Mills has been completed but the machinery has not yet been installed. The Spencer Construction Co. had the contract.

SOUTH DAKOTA

Sioux Falls, S. D.—The elvtr. of W. A. Miller burned May 8.

Wasta, S. D.—The Elm Springs-Wasta Elvtr. Co. is considering the installation of an auto dump and scales.

Hoven, S. D.—J. V. Wheeler, of Hague, N. D., has succeeded Wm. Bassat as mgr. of the Equity Exchange.

Freeman, S. D.—Farmers Grain & Stock Co. incorporated for \$50,000 by C. P. Dickinson, John J. Groes and G. T. Hawn.

Delmont, S. D.—The new elvtr. of the Farmers Elvtr. Co., replacing the one burned Mar. 7, will cost \$11,000. The Younglove Construction Co. has the contract.

Worthington, S. D.—W. W. Thorpe has succeeded O. Heg as mgr. for the Farmers Co-op. Ass'n. Mr. Thorpe was former mgr. for the Farmers Elvtr. Co. at Harrison.

Hammer, S. D.—The Farmers Mill & Elvtr. Co. will install motors in its elvtr. The mill is equipped for electricity and new conveyors from elvtr. to mill have just been installed.

Parkston, S. D.—The Farmers Equity Co. will install a 10-ton truck scale and another Globe Dump in its elvtr. It has remodeled its flour house so that it is mouse and rat proof.

Kranzburg, S. D.—The Kranzburg Grain & Feed Co. has bot the elvtr. of the Farmers Elvtr. Co. M. Bierschied, formerly mgr. for the Farmers Elvtr. Co. at Waverly, is now mgr.

Benclare (Valley Springs p. o.), S. D.—We have just completed new cement pits, installed a new leg and hopper scales and cemented under the elvtr. and oat house completely.—L. B. Spracher & Co.

Madison, S. D.—E. W. Ketchum, owner and operator of the Ketchum Elvtr. here and of a line of elvtrs. in South Dakota, died May 2 at the hospital at Rochester, Minn., while being operated upon for stomach trouble. He was 67 years old.

Farmer, S. D.—The elvtr. of Peter Volz burned at midnight Apr. 28 with a loss of \$6,000, and \$4,000 insurance. Mr. Volz finished loading all of the grain in the elvtr. before he left for the night, leaving the house practically empty. The 3 loaded cars on the side track were pushed to safety and there was no loss on grain. The elvtr. was an old one, having been built about 20 years ago.

TENNESSEE

Columbia, Tenn.—The City Mill & Grain Co. has remodeled its offices.

Nashville, Tenn.—The contract for the new River Terminals in this city, which it is estimated will cost \$300,000, has been let to the Foster & Creighton Co.

Memphis, Tenn.—Martin A. Smith has applied for membership in the Merchants Exchange and A. O. McFall is an applicant on transfer from F. L. Mitchell, whose membership he bot.

Union City, Tenn.—All of the property of the Dahnke Walker Milling Co., consisting of mills, warehouses, machinery, trucks, notes for \$38,500, accounts amounting to \$140,000, and cash deposits of \$27,661.25, have been turned over to C. E. Keiser, trustee for the defunct firm. The liabilities now listed amount to \$280,000. Mr. Dahnke and Mr. Colbe both made personal assignments to Mr. Keiser, as they had endorsed practically all the notes of the company. Mr. Dahnke's indebtedness amounted to \$124,000 and Mr. Colbe's to \$112,900. The property listed to cover the assignments includes the milling company and the Union City Elvtr. Co. Mr. Dahnke committed suicide Apr. 13. Geo. Allen, ass't mgr., is reported to have disappeared.

TEXAS

Crowell, Tex.—The Allison Grain Co. is now operating here.

Shamrock, Tex.—We are successors to Dial & Clark.—Clark Grain Co.

Columbia, Tex.—The Columbia Grain Co. now has a capital stock of \$10,000.

Roaring Springs, Tex.—F. C. King contemplates purchasing a portable elvtr.

Pampa, Tex.—The Pampa Grain Co. is planning on installing a grain spout, etc.

Vernon, Tex.—The Kell Milling Co. has increased its capital stock from \$50,000 to \$500,000.

Navasota, Tex.—The Norwood Grain Co. will install a hay press and automatic scales, also a hay piler.

Sweetwater, Tex.—The Sweetwater Seed & Grain Co. will rebuild its warehouse which burned recently.

Ferguson Switch (Plainview p. o.), Tex.—The South Plains Grain Co. has let contract for a 25,000-bu. elvtr. here.

Hereford, Tex.—I am doing a carlot shipping business from Umbarger, Doun and Summerfield, Tex.—Wm. Ash.

Glazer, Tex.—The J. M. Higgins Grain Co. is moving its elvtr. from this station to Pampa.—J. W. Ricks, Canadian.

Wawaka, Tex.—The Spearman Equity Exchange of Spearman will build an elvtr. here and install a truck dump.

Edinburg, Tex.—The Farmers Equity Exchange incorporated for \$25,000 by W. H. Gosage, R. B. Curry and Geo. H. Pritchard.

Pampa, Tex.—We contemplate the installation of new motive power in all our elvtrs together with air blast car loaders.—L. C. McMurtry Grain Co.

Houston, Tex.—The plant of the Houston Mill & Elvtr. Co. will be completed in a few days by the Burrell Engineering & Constr. Co., which has the contract.

Texline, Tex.—A. P. Simpson, who was badly hurt when a team of horses knocked him down at the elvtr. recently, is dead as a result of his injuries.

Claude, Tex.—We will not build an elvtr. here this season unless we have a satisfactory hearing from the R. R. Co. So far we have not been able to agree on prices for building switch.—Weeks & Bagwell.

Corsicana, Tex.—We will build a 50,000-bu. elvtr. here and a warehouse and elvtr. at Mexia very soon. M. F. Kennedy, formerly of the Kennedy Brokerage Co., Dallas, is our pres. and mgr.—Texas Colorado Co.

Dalhart, Tex.—J. C. Kinard, of McLean, has opened up a grain business in the Jacques building, and will do a strictly wholesale hay and grain business, under the firm name of J. C. Kinard Hay & Grain Co.—McFarland Grain Co.

Dallas, Tex.—Fred Honea, formerly with the Gt. Western Mill & Elvtr. Co. at Amarillo, has succeeded Kent Barber as ass't mgr. for the Morten Milling Co. here, Mr. Barber now being mgr. of the Burrus Mill & Elvtr. Co. at Fort Worth.

Whitesboro, Tex.—The total loss suffered when our plant burned recently amounted to \$37,000 and my insurance came to \$24,000. 42,212 bus. of oats and 800 oat sacks were burned but several cars of damaged oats have been saved.—Sadler, Shelton & Co.

Sherman, Tex.—Dick O'Bannon of Claremore, Okla., but whose home has remained at Sherman during his stay at Claremore, now has been made mgr. of the Pittman & Harrison Co. as the result of a reorganization of the company, as stated in "Seeds" column, this number.

Waco, Tex.—J. A. Birdsong, formerly sec'y-treas. of the Kell Milling Co. at Vernon, has succeeded T. P. Duncan, former pres. of the Waco Mill & Elvtr. Co., who has become associated with the Wichita Mill & Elvtr. Co. of Wichita Falls as mgr. of the mill and elvtr. here.

Sherman, Tex.—The Fant Milling Co. has been organized to take over the business of the Gladney Milling Co. E. T. Fant, vice-pres. and gen. mgr. of the Burrus Mill & Elvtr. Co. of Fort Worth, has resigned and with a number of business men here bot out the Gladney company. Possession was given May 1.

Hico, Tex.—J. F. Weiser who owns the controlling interest in the mills here, Stamford, Dublin and Clifton, has bot a substantial interest in the Waco Mill & Elvtr. Co. of which firm he becomes the gen. mgr. on May 15. Mr. Weiser succeeds T. P. Duncan, who has been pres. and gen. mgr. of the Waco Mill & Elvtr. Co., and who leaves soon for Wichita Falls to become gen. mgr. of the Wichita Falls Mill & Elvtr. Co. which is owned and controlled by Frank Kell of that city.

Wichita Falls, Tex.—H. L. Stover, former ass't gen. mgr. for the Oklahoma City Mill & Elvtr. Co., Oklahoma City, is now connected with the Wichita Falls Mill & Elvtr. Co.

Paris, Tex.—S. M. Schleicher, formerly in the grain business at Eagle Lake, but who was compelled to retire on account of ill health, has decided to enter the trade again at this point.

Amarillo, Tex.—Our corporation has been dissolved and is now a partnership using \$80,000 in the business, R. C. Neely having \$5,000 of this and the balance being equally divided between Allen Early and Harry Kearns. Mr. Early has retired from active management but still dictates the policies. Harry Kearns, who has been with the business for the past 10 years, is now active mgr.—Early Grain & Elvtr. Co.

Wichita Falls, Tex.—I will operate the following elvtrs. this season: Dundee, Chillothe, Goodlett, Kirkland, Medicine Mound, Harde-man Switch, Dodsonville and Lockney, all of Texas. In Oklahoma I will operate at Humphreys, Elmer, Hollister, Loveland, Headrick and Tipton. G. L. Berry, traffic mgr. for the Wichita Mill & Elvtr. Co. for the last 3 years, will be with me as mgr. of the J. C. Mytinger Grain Co.—J. C. Mytinger. (The company has a lease on the elvtr. of J. C. Hunt Grain Co. here.)

FT. WORTH LETTER.

The Panther City Grain Co. has suffered a loss of several hundred dollars recently, thieves breaking into the warehouse twice in a week and helping themselves to over two tons of flour.

Kent Barber, of Dallas, Tex., has succeeded E. T. Fant as gen. mgr. for the Burrus Mill & Elvtr. Co. Mr. Fant has organized the Fant Milling Co. at Sherman which has bot and is operating the plant of the Gladney Milling Co. there.

At the 13th annual meeting of the Grain & Cotton Exchange, held April 19 in the new quarters of the exchange in the Neil P. Anderson Building, the following officers were elected: R. I. Merrill, pres.; Chas. Little, vice-pres.; R. H. Whitley, R. C. Underwood, C. C. Cranz, J. A. Simons and K. U. Chadwick, directors. E. B. Wooten was re-elected sec'y.

The following have applied for membership in the Texas Grain Dealers' Ass'n: J. W. McKaney, Port Lavaca; Henry Kyle, Hutto, Texas; Neil & Flournoy, Hustin, La.; Cisco Grain & Elvtr. Co., Cisco, Tex.; Interstate Grain Co., San Antonio, Tex.; Herring & Riche, Talpa, Tex.; J. O. Toole, Hemphill, Tex.; Lusk Bros., Coolidge, Tex.; D. A. Bowers Grain & Fuel Co., Granger, Tex.—H. B. Dorsey, Sec'y.

New members of the Texas Grain Dealers Ass'n to date are: William Ash, Hereford; Burleson & Baker, Eagle Pass.; Dalhart Equity Exchange, Dalhart; S. D. Ferguson Co., Floydada; Farmers Union Warehouse Co., Lacoste; Knox City Grain Elvtr., Knox City; Tom McCravy, Thornton; J. C. Mytinger Grain Co., Wichita Falls; S. W. Mantius, Honey Grove; and Planters Cotton Oil Co., Ennis, all of Texas.—H. B. Dorsey, Sec'y.

UTAH

Ogden, Utah.—The Chamber of Commerce is making plans to establish a traffic buro. J. M. Parker, mgr. for the Sperry Flour Mills Co., is one of the promoters.

WASHINGTON

Tonasket, Wash.—B. L. Wingfield has succeeded Harry Dobbins as mgr. for the Grange Warehouse Co.

Reardon, Wash.—The Washington Grain & Milling Co. is now thoroly protected against fire, having installed a new sprinkler system.

Uniontown, Wash.—Our elvtrs. need very little attention this year. We will put in 2 new distributing spouts.—Uniontown Co-op. Ass'n.

Winona, Wash.—The Neil Bros. Grain Co. has bot the plant of the Winona Grain & Warehouse Co., and Wilbur Kyle, who has been associated with the company in Spokane, will be mgr.

Prescott, Wash.—Elmer Dunlap will succeed W. H. Younger as mgr. of the Portland Flouring Mills Co. here, and Chas. Shaffer has succeeded him at Dayton, Mr. Younger being mgr. at both points.

Benge, Wash.—We will enlarge our elvtr. this year and build a large flat house.—Benge Elvtr. Co.

Waverly, Wash.—The warehouse of the Waverly Grain Co., practically filled with wheat, burned with a loss of \$5,000 on the building and \$28,000 on the grain; total insurance, \$16,000. The blaze started in the grain warehouse, but spread to other buildings and caused a total loss of over \$60,000.

Prosser, Wash.—Neil Brothers Grain Co. of Spokane has bought out the Empire Grain Co. with head offices at Prosser. Charles E. Johnson is temporarily in charge. The company has also bot the warehouse at Kennewick. The Empire Grain Co. will still operate its plants at Kiona, Erie and Lippitt.

Winona, Wash.—The Neil Bros. Grain Co. of Seattle and Spokane has bot the interests of the Superior Milling Co. and the Winona Grain & Warehouse Co. at Winona. William Sutherland of Colfax has been pres. of the company and other Colfax men were interested in the business. Wilbur Kyle of Spokane, who has been associated with Neil Brothers, will be manager of the Winona plant.

SEATTLE LETTER.

R. Hara has succeeded M. Tanaka as mgr. of the grain and flour department of Mitsui & Co., Ltd. The company's headquarters are at Tokio, Japan.

We opened our office Mar. 1 and are handling hay, grain, feeds and flour on a commission basis only. I was not credit mgr. for the Albers Milling Co., as has been reported, but mgr. of its house here.—I. H. McIntyre, McIntyre & Harrold.

Seattle, Wash.—By the terms of a lease signed Apr. 26 the Northern Grain & Warehouse Co. gains control of more than 100 grain warehouses scattered over the wheat producing sections of Washington, Oregon and Idaho. The warehouses have for years been in the control of the Centennial Mills Co., the Seattle Grain Co. and the Pacific Coast Biscuit Co. The Northern Grain & Warehouse Co. maintains offices in Spokane, Portland, Tacoma and Seattle, but it is understood by the terms of the lease that the main business of the company will be conducted from the Seattle headquarters. This will give the Northern Grain & Warehouse Co. a capacity of 5,000,000 bus. or about 1/6 of the average wheat crop on this state.

WISCONSIN

Baldwin, Wis.—The Baldwin Co-op. Co. has doubled its capital stock. It is now \$30,000.

Curtiss, Wis.—I will make general repairs on my building, but that is all.—John V. Sturner.

Thorp, Wis.—We are out of the grain business.—Thorp Milling Co. (Geo. P. Nelson was prop.)

Durand, Wis.—The Pfeiffer Elvtr. Co. has let contract for an elvtr. to replace the house that was struck by lightning and burned Oct. 10, 1920.

Poskin Lake, (Pashie p. o.) Wis.—The Hewitt Grain & Provision Co. of Escanaba, has bot the elvtr. of the Osceola Mill & Elvtr. Co. here.

Portage, Wis.—The T. H. Cochrane Co. will handle grain only in future, the Portage Wholesale Grocery Co. having been organized to take over the produce end of the company.

MILWAUKEE LETTER.

We closed our offices here, May 1.—Max Neill, treas. Rialto Elvtr. Co.

H. L. Hadden, Wm. E. Hudson, James A. Murray and E. W. Taylor are new members of the Board of Trade.

Both of the elvtrs. recently leased by the Donahue-Stratton Co. will undergo extensive repairs.—A. A. Breed, chief grain inspector.

The Ladish Milling Co. suffered a small fire loss Apr. 24 when sparks from a grinder caused a blaze. The fire was extinguished without the aid of the city department.

We have disposed of our lease on the C. & N. W. Ry. Elvtr. at this market effective June 1. Our Milwaukee office will continue right along under the same management, specializing in consignments and sales "to arrive" of grain and seeds.—L. J. Keefe, mgr. consignment department, Urdike Grain Co.

Geo. A. Schroeder, former traffic mgr. for the Chamber of Commerce, has been admitted to membership in the exchange and will become active in the trade. He has no definite plans at present.

A. E. Brush, formerly mgr. for the consignment department of the Taylor & Bournique Grain Co., has formed the Brush Grain Co. with offices in the new Insurance Building and will conduct a grain commission business.

Fred Wendt, for 24 years a member of the Chamber of Commerce, died Apr. 26 at the age of 67. He was pres. of the Wendt Grain Co. which he founded in 1897, the year he joined the exchange. He is survived by his wife and 3 sons, all of whom are engaged in the grain trade.

Jas. T. Mallon & Son have entered the grain trade here, opening offices in the Mitchell Building. Mr. Mallon was for many years mgr. of the commission department of the Rialto Elvtr. Co. which recently retired from business and surrendered its lease on its elvtr. to the Donahue-Stratton Co. He is well known at this market, having been a member of the Chamber of Commerce since 1901. J. Howard Mallon, who is associated with him, has been a member since 1917, both of them were with the Rialto company.

With the passing of E. A. Armstrong, for the last 10 years "on the road" for W. M. Bell & Co., many country grain shippers feel a personal loss. Mr. Armstrong was well liked and trusted by all who knew him personally or in a business way. His death occurred at Pueblo, Colo., where he went too late to find the health he was trying to regain. At one time he was in charge of the Sioux Falls, S. D., office of the company and prior to that was in the grain business for himself at Fort Dodge. He was well versed in the trade and will be missed by all who knew him.

Illinois Grain Dealers Meeting.

[Continued from page 778.]

From Omaha, Neb., came C. H. Wright. E. E. Buxton came from Memphis, Tenn. H. E. Botsford came from Detroit, Mich. From Nashville, Tenn., came E. N. Williams.

H. I. Baldwin, Victor Dewein and D. M. Cash came from Decatur, Ill.

Supply men present were: H. J. Steidley representing Howe Scale Co.; C. N. Ward, Union Iron Works; C. E. McAllister; N. C. Webster, representing Richardson Scale Co., Chicago.

INDIANAPOLIS representatives included: C. H. McEwan; O. P. Larimore; R. B. McConnell; D. Hart; Sam Bruce; Wm. Goldberg; Chas. Wierick; F. Wilson; Frank Witt; E. H. Sheppard; Charles Riley, sec'y Indiana Grain Dealers Ass'n, and E. Sheppard.

Illinois Shippers Included: B. T. Axford, Petersburg; A. R. Anderson, Galesburg; John Adkins, Prentice; J. C. Aydelott, Pekin; C. W. Bower, Covell; J. C. Boyer, Wapello; W. F. Bader, Vermont; James R. Bailey, Sibley; W. W. Boughton, Chenoa; John Beggs, Ashland; W. H. Cameron, Elliott; W. D. Castle, Gridley; Jas. B. Craig, Jr., Cadwell; B. L. Christy, Galesburg; M. D. Curtis, Tiskilwa; C. P. Cummings, Pittsfield; E. W. Davis, Galesburg; L. E. Duncan, Decatur; C. E. Dawson, LeRoy; Kelley Durbin, Clarksdale; H. C. Gill, Princeton; S. P. C. Garst, LeRoy; A. C. Gooch, Bellflower; C. E. Graves, Weston; E. E. Hammon, Gibson City; C. C. Harlan, Chenoa; H. A. Hillmer, Freeport; J. S. Harms, Pleasant Plains; L. T. Jones, Taylorville; L. R. Jeter, Odell; M. A. Kirk, Bondville; L. M. McAlee, Rantoul; W. C. McGuire, Maroa; W. H. Marks, Troy Grove; O. J. Moss, Kemp; H. L. Minnis, Danville; A. E. McKenzie, Taylorville; John R. Murray, Champaign; T. S. McDonald, Morton; Lloyd Mennen, Minonk; John F. Maurer, Lincoln; H. Moore, Garber; A. C. Parks, Good Hope; F. H. Quigg, Minier; G. R. Richard, Princeton; J. H. Rosenstiel, Freeport; G. T. Stevenon, LaRose; M. C. Simpson, Troy Grove; A. S. Shelby, Sidney; E. S. Ward, Winchester; E. S. Walker, Morganville; C. N. Ward, Decatur; B. S. Williams, Sheffield; C. F. Womack, Bloomington; Jas. P. Wilson, Beardstown; E. M. Wayne, Delavan; Elvis Weathers, Newman.

FOREIGN news indicating final and amicable settlement soon of the German Reparation Bill and negotiations having been resumed for settlement of the British Coal Miners' strike, a constructive and stimulating effect is noted in both the financial and Grain Markets.—Quinn Shepherdson Co.

Grain Carriers

USE Irish Confetti on the high freight rates, then say it with flowers.—Reliance Seed Co., Ironton, O.

RATE INCREASES will be prevented under S. 1299 introduced by Senator Robinson of Arkansas, until approved by the I. C. C.

A REDUCTION of 3 cents per hundred on export grain from Iowa and Missouri river points through Chicago became effective May 2.

WILLIAM R. RICHTER, Omaha, Neb., charged with forging Bs/L covering corn, has been sentenced to a year in a federal prison and has been fined \$5,000.

HIGH FREIGHT rates are causing considerable grain to be shipped from southern Indiana and southern Illinois to Nashville, Tenn., via the river.—C.

A BILL introduced into the House on Apr. 29 provides that the Seamen's Act, which is demoralizing lake shipping, could be suspended at the discretion of the President.

MEETINGS of the Interstate Commerce Commission will be open to the public if a bill introduced into the House by Representative McLaughlin of Nebraska ever becomes a law.

NASHVILLE, TENN.—Contract for the erection of new Cumberland river terminals for the handling of all kinds of river freight has been granted. Work is to start immediately.

THE SURPLUS of vessels on the Great Lakes available for the hauling of grain will be considerably reduced during the next week when the movement of ore to the smelters begins in force.

H. R. 5216 by Rep. Ward of North Carolina would penalize carriers \$100 for failing to settle loss and damage claims in 60 days. The purpose is to prevent ignoring of small claims.

A BILL introduced into the House by Representative Sanders of Texas would take away from the Interstate Commerce Commission, its jurisdiction over intrastate freight and passenger rates.

E. I. LEWIS, chairman of the Indiana Public Service Commission, and J. B. Campbell, attorney, of Seattle, Wash., have been nominated by Pres. Harding as members of the Interstate Commerce Commission.

MINNEAPOLIS millers on April 29 requested Chairman Clark of the I. C. C. to authorize a thru rate of 11 cents over the rate on direct routes from the Missouri River to Chicago, with transit at Minneapolis, giving the latter city a rate of 31.5 cents on grain.

THE HEARING conducted by the Interstate Commerce Commission at St. Louis, April 28, on the proposed increase in freight rates to many Mississippi Valley points was attended by representatives from practically every grain exchange in the central states.

A COMPLAINT filed with the Interstate Commerce Commission by the Cairo Board of Trade alleging that the rates on grain from points in Iowa, Nebraska and Missouri over the Santa Fe were unreasonable, unjustly discriminatory and unduly prejudicial has been dismissed.

EFFECTIVE May 2 the rates on grain from St. Louis to the Louisville-Cincinnati district will be 2 cents per hundred higher than the rates from East St. Louis. Until recently St. Louis and East St. Louis enjoyed the same rates. The 2 cent difference represents the bridge toll.

THE STEAMER Monitor of the Flesher Towboat & Barge Co. loaded a big consignment of corn at Shawneetown, Ill., recently, which was moved to Nashville, Tenn. Other large shipments of corn are also moving by boat from points along the lower Ohio and Wabash Rivers.—C.

A BILL which passed the Canadian House on April 29 provides for the operation of the Grand Trunk System by the Canadian government. Under the provisions of the bill the portion of the Grand Trunk in the United States would also be under Canadian government operation.

PERMISSION to establish a 48,000-pound minimum weight on grain and grain products within the state of Georgia has been denied the Georgia carriers by the Georgia Railway Commission. The Commission held that the 20,000 pound minimum encouraged the Georgia farmers to continue planting grain.

WHILE BARGES are bringing but little grain into St. Louis barge shipments are on the increase, probably because of the high rail rates. During April 543,885 bus. of wheat, 64,125 bus. of corn and 17,500 bus. of oats left St. Louis by barge or considerably more than left St. Louis over any three carriers with the exception of the Illinois Central.

A RECORD of the grain cars arriving at the Milwaukee market during the past year shows that 35% of the cars containing barley, 34% of the cars containing wheat, 32% of the oats cars, 27% of the rye cars and 18% of the flax cars were leaking on arrival. The peculiar thing is that a smaller percentage of the cars containing flax were leaking than of the coarser grains.

MINIMUM WEIGHTS on grain and grain products in cars of various lengths under the rulings to become effective May 15 have been explained by the Rock Island as follows: Cars less than 40½ ft. must carry 20,000 lbs.; cars between 40½ and 41½ ft., 22,400 lbs.; from 41½ to 42½ ft., 24,400 lbs.; from 42½ to 46½ ft., 28,400 lbs.; and cars over 46½ ft. up to and including 50½ ft. must carry 32,400 lbs.

OF THE "CLEAN-OUT RULE" to become effective May 15 J. S. Brown, mgr. of the Transportation Dept. of the Chicago Board of Trade says: A clean-out rule is now in effect via most of the western carriers, but after May 15 the following rule will apply on western and eastern carriers: For the purpose of cleaning out elevators and grain houses at the close of the shipping season, one carload each year may be shipped subject to a minimum weight of 30,000 pounds, such carload to be from one consignor and from one shipping point to one consignee at one destination and to consist of one or more kinds of grain, straight or mixed carloads.

THE SPRING-SUMMER meeting of the National Industrial Traffic League, to be held in the Winton Hotel, Cleveland, O., on May 25 and 26 will act on many matters of interest to the grain trade. A few of the subjects upon which the various com'tes will report and suggest recommendations follow: "Liability Clauses in Railway Leases and Sidetrack Agreements"; "Proposed Change in Bunching Rule"; "Storage Rates in Rule 5 of Uniform Storage Tariff 1-B"; "Interest on Loss and Damage Claims"; "Allowance of Trade and Cash Discounts to Carriers in Settlement of Loss and Damage Claims"; "Loss and Damage Claims Occurring During the 1920 Switchmen's Strike"; "The McCaull Dinsmore Decision"; "Seal Records"; "Prompt Handling of Loss and Damage Claims"; "Presentation of Loss and Damage Claims within Six Months as Provided in the B/L"; "Claim Prevention"; "War Tax on Export Shipments"; "Commercial Bribery" and an extensive report of the B/L com'te.

OPERATING LOSS to the government during the 26 months of federal control is now estimated by Director General Davis to be \$1,200,000,000.

ABROGATION of any authority the Interstate Commerce Commission may have over intrastate rates is the purpose of S. 1150 introduced by Senator Capper of Kansas.

THE ILLINOIS House May 4 adopted a resolution urging Congress to amend the Transportation Act to give the state utilities commission authority to fix intrastate rates.

THE LAFOLLETTE Seamen's Act is nothing but labor unionism, said H. W. Thorp general manager of the Goodrich Transit Co. May 9 to a com'te of the House at Washington.

CARRIERS increased operating costs and their sending repair work to outside shops rather than have it done in their own shops, is to be investigated by a Senate investigating com'te which met for the first time Tuesday, May 10.

THE GRAIN RATE decision of the Interstate Commerce Commission which reduced grain rates to Portland 5% and increased them 5% to Puget Sound cities from territory south of the Snake River because the haul to Portland was down hill, is final and will not be reopened according to a decision of the Interstate Commerce Commission, denying the petition of the Puget Sound cities.

IN A MESSAGE to its agents at shipping points the Illinois Central says: When grain in transit is transferred from one car to another (either direct or thru elevators), the minimum weight applicable to the shipment prior to transfer shall also apply after transfer. It should be understood that this rule applies only in cases of direct car to car transfer and is not applicable at rate-breaking points unless the tariffs of carriers into and out of such rate-breaking points both contain this rule.

OF THE MINIMUM WEIGHTS on grain and grain products ordered by the Interstate Commerce Commission in Special Permission No. 52340 (published in full in the April 10 number of the Journal, page 593) J. S. Brown, manager of the Transportation Department, Chicago Board of Trade, says: "This new rule is different from the present rule in that actual weight will apply where the shipper loads into the car furnished a greater weight than could have been loaded into the car ordered. Also, under this new rule the minimum weight for oats, ear corn, kafir corn, feterita and milo maize will be 48,000 pounds in cases where the shipper orders a car of less than 60,000 pounds marked capacity."

PRESENT RATES from the east to the Rocky Mountain territory and to the Pacific Coast will remain approximately the same as before according to a decision by the I. C. C. after several hearings. The Commission finds "Rates now in effect as a whole are no undue prejudice to intermountain territory. While the water transportation movement between Pacific and Atlantic ports is less than at the period following the opening of the Panama Canal, facilities for handling this traffic are now ample and present conditions justify the belief that an increasing movement of waterborne commerce between Pacific and Atlantic ports will soon reach a point where the rail lines serving Pacific coast territory will be faced with substantial losses in revenues unless they are furnished relief to meet this water competition. The Commission is not now prepared to say that the rail carriers can be put in a position to lose or even risk the loss of a substantial portion of their present and prospective revenues of transcontinental traffic by having their rates increased in order to provide a differential in favor of intermountain territory. An increase in the coast rates would be necessary unless it finds the present rates to be not less than reasonable maxima. On the record of the case it is unable to make such a finding. (61 I. C. C. 226.)"

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. R. I. & P. in a special Sup. to tariffs gives the minimum weights on grain and grain products that will become effective May 15.

Western Trunk Lines in Sup. 27 to Circular 1-O includes rates on grain, grain products and seeds effective on Western Trunk Lines on May 15.

A. T. & S. F. in Sup. 18 to 5588-K, in Sup. 6 to 7481-G, and in Sup. 3 to 5655-Z gives the minimum weights on grain and grain products to become effective on the Santa Fe on May 15.

L. A. Lowrey, agt., Sup. 7 to 20-K, gives the local, joint and proportional terminal charges, rules and regulations from or to points within the Chicago district on inbound and outbound freight, effective May 28.

E. B. Boyd, agt. Western Trunk Lines, in suspension supplement 29 to 1-O gives rules, regulations and exceptions to classifications, issued April 26 on order of the I. C. C. Sup. 28, becomes effective June 1.

C. & A. in Sup. 1 to 1602-F gives the proportional rates on grain and grain products from Kansas City, Mo., and St. Joseph, Mo., to stations on the C. & A. and its connections in Ill., Ia., Minn., Mo., O., and Wis., issued April 15 on order of the I. C. C.

A. T. & S. F. in Sup. 7 to 5588-L gives the local joint and proportional rates on grain, grain products, etc., between points in Kan., Mo., Okla., also Superior, Neb., and Joplin, Mo., and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla., and Wis., effective May 23.

C. & A. Sup. 4 to 1609-E gives the local, joint and proportional rates on grain, grain products, seeds and hay between Chicago, Peoria, Ill., and St. Louis, Mo., and points taking the same rates, also Rondout and Waukegan, Ill., and stations in Missouri on the C. & A., effective May 15.

A. T. & S. F. in Sup. 5 to 7481-g gives the joint rates on grain products and seeds from stations in Colorado, Kansas, Missouri and Oklahoma, also Superior, Neb., to points in Alabama, Arkansas, Kansas, Louisiana, Missouri, Mississippi, Oklahoma, Tennessee and Texas, effective May 20.

C. & A. in Sup. 1 to 1604-F gives the local, joint and proportional rates on grain, grain products between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., also St. Louis, Mo., and stations in Illinois on the C. & A., C. & I. M., and C. & N-W. and St. Louis, Mo., also to Toledo and Detroit, effective April 28.

C. & A. in Sup. 3 to 28-D shows elevation and transfer charges on grain absorption of loading and unloading charges on live stock, maximum and minimum weights, rules governing furnishing of grain doors, also miscellaneous local rules and exceptions to classifications applying at stations of the C. & A. and effective May 2.

C. & A. in Sup. 2 to 1614-F gives the joint and proportional rates on grain from stations in Illinois on the C. & A. and the C. & I. M. to Aurora, Indianapolis, New Albany, Evansville, Jeffersonville, Seymour, Ind., Cairo, Ill., Cincinnati, O., Louisville and Owensboro, Ky., and points in Illinois on the M. & O. and W. C. & W., effective June 1.

C. R. I. & P. in Sup. 7 to 13207-H gives the joint proportional rates on grain and grain products from Albright, Neb., Armourdale, Atchison, Kas., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb. and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich. and Wis., on connecting lines effective May 20.

C. & A. in Sup. 17 to 1574-F gives the joint and proportional rates on grain, grain products, seeds, hay and straw from Kansas City when originating beyond also Blue Springs, Fulton, Gillman, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa, and Slater, Mo., to Cairo, Ill., when for southeastern and Carolina territories and Cincinnati, O., Evansville, Jeffersonville, Ind., and Louisville, Ky., also Miss. Valley points and stations in Ala., La. and Miss., effective May 1.

C. & A. in Sup. 2 to 1602-F gives the proportional rates on grain and grain products from Kansas City and St. Joseph, Mo., to stations on the C. & A. and its connections in Ill., Ind., Mich., Mo., O., and Wiscon., effective June 2.

C. & A. in Sup. 2 to 1604-F gives the local, joint and proportional rates on grain, grain products between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., also St. Louis, Mo., and stations on the C. & A., C. I. M. and C. & N. W. in Illinois and St. Louis, Mo., also to Toledo, O., and Detroit, Mich., and stations on connecting lines in Ill., effective May 30.

C. & A. in Sup. 15 to 1596-E gives the joint and proportional rates on grain and grain products from stations on C. & A., C. & I. M. and C. & N-W. in Ill., also from Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., also points in Ala., Ark., Fla., La., Miss., and Tenn., also to Key West, Pensacola, Fla., Mobile, New Orleans, Port Chalmette, and Westwego, La., for export effective April 20.

Illinois Central in Sup. 8 to 601-F gives the local joint and proportional rates on grain, grain products and hay, and articles taking the same rate between stations in Ia., Minn., S. D. on the I. C., C. R. & I. C.; Ft. D., M. & S.; W. C. F. & N.; and the W. & S. F. and Chicago, Peoria, Ill., St. Louis, Mo., Omaha, Neb., Milwaukee, Wis., Minneapolis, Minn., and other stations Ill., Ind., Ia., Minn., S. D., O., and Wis., effective May 15. (This order was issued under order of the Nebraska State Railway Commission).

C. R. I. & P. in Sup. 17 to 22000-F gives the local, joint and proportional rates on grain, grain products and seeds between Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., and other stations named under Index Nos. 1 to 2116, inclusive, and in Items Nos. 200 to 310, inclusive, of tariff, as amended and stations on the C. R. I. & P. in Ill., Ia., Minn., Mo., and S. Dak., including Kansas City, St. Joseph, Mo., Councils Bluffs, Ia., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Albright, Omaha and South Omaha, Neb., effective June 10.

C. & A. in Sup. 13 to 1602-E gives the proportional rates on grain and grain products from Kansas City and St. Joseph, Mo., when originating at other points, or when milled at Kansas City or St. Joseph, Mo., from grain originating at other points to stations on the C. & A. and its connections, issued on April 15 in compliance with an order of the Interstate Commerce Commission. Pending restoration, reissue or cancellation of Sec. 1, page 2 of Sup. 12 to 1602-E, suspended by the Commission the provisions of tariff 1602-E, and prior effective supplements will remain in effect unless sooner lawfully changed or reissued.—J. A. Behrle, A. G. F. A.

Central Freight Ass'n, W. J. Kelly, agt., in Sup. 241 to freight tariff 245 gives the local, joint and proportional rates on grain, grain products and grain by-products from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va., Wis., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica, also to points taking same rates or arbitraries higher, as per east-bound basing tariffs and east-bound billing instructions and guide books referred to on pages 78 to 81 of tariffs, as amended, and as provided on pages 69 to 77 of tariff, as amended, also bases for rates to Baltimore, New York, Philadelphia, etc., on export traffic, effective April 15.

O. Vanier Guilty of Misrepresentation.

Altering an inspection certificate to show No. 4 and 18 per cent moisture in place of No. 3 white and 17 per cent was the charge proved against O. Vanier of Fairbury, Neb., by the U. S. Dept. of Agriculture.

Vanier contracted to buy of the Jansen Milling Co., Jansen, Neb., a car of No. 4 or better white corn for shipment to Atchison, Kan., on Atchison weights and grades. On arrival at Atchison it was graded No. 3, 17 per cent moisture; but the government alleges Vanier changed the certificate and sent it to the Jansen Milling Co., so altered.

As the contract called for "or better" Vanier was entitled to take No. 3, and the government fails to show that such tampering with the certificate actually defrauded the shipper.

The Steel Hopper of the Bird Scale Holds 3000 Lbs. of Wheat — Fewer Drafts per car, Less Chance for Incorrect Weights.

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Feedstuffs

ADA, OKLA.—The Ada Alfalfa Milling Co. is installing a corn meal department.

HARTMAN, ARK.—The Oberstes Feed Store was recently damaged \$1,000 by fire.

NEW MEXICO intrastate feed rates were reduced on May 5 by the E. P. & S-W.

ODON, IND.—The firm of Brady & Flint will engage in the feed business in this city.

MINNEAPOLIS, MINN.—The Meinrath Brokerage Co. discontinued its feed department on May 1.

ALFALFA is now being used extensively in the manufacture of alfalfa candy, feed for humans.

AURORA, IND.—O. L. Waterman has started a feed and seed business in the Sheets Building.

ST. LOUIS, MO.—Robert C. Valier, vice-pres. of the Valier & Spies Milling Co., died recently.

GREENSBORO, N. C.—The Guthrie Bros. Feed Mill just completed has a capacity of 100 sacks of feed per hour.

CHICAGO, ILL.—The Chicago office of the Corn Millers Federation is now located at 900 Postal Telegraph Building.

GENESE, N. Y.—Freeman Gilmore, formerly in the feed business in this city, was recently found dead in his home.

GREENDALE, IND.—The three story and basement plant of the Nutritia Co. was recently damaged \$35,000 by fire.

WAVERLY, N. Y.—The feed mill now being erected in this city by John J. Weller will be ready for operations early in June.

PORTAGE, WIS.—John W. Pate, an old employee of the H. A. Cuff Feed Mill, has purchased a one half interest in the firm.

MINNEAPOLIS, MINN.—There has been a scarcity of feed in Western North Dakota and Eastern Montana.—Van Dusen Harrington Co.

MINNEAPOLIS, MINN.—The millfeed department of Bergman Millfeed, Inc., is now in charge of A. J. Nord, formerly of the Interstate Flour & Feed Co.

HOPKINS, MO.—The old Nodaway County Flour Mill has been turned into a chicken feed manufacturing plant and has an output of one car of feed per day for shipment.

ALFALFA RATES are too high. Thousands of tons of alfalfa in western Kansas can not be shipped to market because of the high freight rates.—Sen. E. E. Frizwell, Larned, Kan.

ALFALFA MEAL rates from points in Colorado to Kansas City have been ordered reduced from 32½ cents per hundred to 25 cents by the Interstate Commerce Commission.

HUNTINGTON, IND.—The Huntington Chemical Co. contemplates buying the output of a large acreage of soy beans. The beans will be made into soy bean meal for feed.—C.

OIL CAKE will probably soon be exported from Germany again. Many dealers have already asked for permission to export large quantities.—S.

Feedstuffs Movement in April.

Receipts and shipments of feedstuffs at the various markets during April, compared with April, 1920, were as follows:

	Receipts		Shipments	
	1921.	1920.	1921.	1920.
Baltimore, tons	981	917	.....	.....
Chicago, lbs.	19,610,000	17,603,000	58,360,000	34,429,000
Cincinnati, tons	810	1,500	.....	.....
Milwaukee, tons	1,470	1,170	15,590	11,975
Minneapolis, lbs.	.....	.....	12,445,892	8,094,072
Peoria, tons	6,500	6,320	9,500	8,690
Kansas City, tons	1,600	960	13,260	7,800
St. Louis, sacks	61,100	67,150	111,460	48,456
San Francisco, tons	155	83	.....	.....

*Oil cake.
† Bran.

MINNEAPOLIS, MINN.—The Goodenuf Milling & Feed Co. has registered the word "Midlets" as its trademark No. 142, 142 for use on feed for stock and poultry.

SEWARD, OKLA.—The Co-operative Alfalfa Marketing Ass'n has been formed and has for its purpose the warehousing of the alfalfa of members until it can be sold at a profit.

KANSAS CITY, MO.—The feed warehouse of the National Hay Co. was recently damaged \$100,000 by fire. The feed mill was not damaged. The building will be rebuilt at once.

EL PASO, TEX.—The Rio Grande Alfalfa Milling Co. has been formed at this city by George Lopez, former pres. and general manager of the Great Western Alfalfa Milling Co., Denver, Colo.

KIMBERLY, IDA.—The Kimberly Alfalfa Milling Co. has been incorporated with a capital stock of \$20,000 to manufacture alfalfa stock feed. The incorporators are W. M. Arnold, Frank Garrison and W. R. Summers.

GALESBURG, ILL.—B. L. Christy, sec'y of the Galesburg Molasses Feed Co. and operator of a line of Illinois Elevators having headquarters at Viola, Ill., will remove the elevator offices to the Galesburg Bank Building, Galesburg.

BINGHAMTON, N. Y.—The Consolidated Feed Dealers Ass'n, Inc., has been incorporated with a capital stock of \$25,000. The Ass'n will handle feed and hay and was formed by E. W. Mitchell, V. E. Howard and C. J. Mangan.

ST. LOUIS, MO.—The "Rules for the Feed Trade" adopted recently by the joint com'te of the three interested associations will be accepted by the St. Louis Merchants Exchange as soon as a petition of approval being circulated among the members is signed.

EVANSVILLE, IND.—Mead, Johnson & Co., corn product manufacturers, have closed a deal for 10,000 acres of land near Nashville, Tenn. Some of the land was bought outright and the rest of it was leased. The company has not yet announced what it will do with the land.—C.

LANCASTER, PA.—The feed business of Jonas Eby & Son has been purchased by Austin Boyd and S. High Levan and will be conducted as Levan & Boyd Co. Mr. Levan was actively connected with the firm while Mr. Boyd has been conducting the Austin Boyd Co. at Philadelphia. The new company contemplates the establishment of a Philadelphia office in the Woolworth Building.

FEED DEALERS selling feed in Wisconsin are closely watching a bill introduced into the Wisconsin legislature which would prohibit the manufacture and sale of condensed and evaporated milk to which coconut oil had been added to replace the cream. The Wisconsin dairy interests contend that this substitution hurts their business and is endangering the dairy interests of Wisconsin.

ELEVATOR operators are now nearly all distributing feed to their patrons. Until ten years ago grain dealers could not be induced to handle manufactured feed. Now many make as much on a load of feed sold to a farmer as is made on the load of grain brought in. The farmer at the elevator with his wagon emptied of grain is more likely to listen to feed solicitation than when he comes to town with his automobile for pleasure, says a St. Louis feed distributor.

FORT COLLINS, COLO.—The Colorado Agricultural Station has just completed an extensive series of tests on the value of dried-molasses-beet pulp as a feed. The feeding tests were made on 32 lambs. It was found that when dried-molasses-beet-pulp was fed mixed in equal proportions with corn, 100 pounds of the dried pulp replaced 109.8 pounds of corn and 25.4 pounds of alfalfa. When fed in combination with corn and alfalfa, dried-molasses-beet-pulp is more than equal to corn, pound for pound, in putting on gains. In other words, when mixed half and half with corn, the dried-molasses-beet-pulp proved more valuable than corn, pound for pound, and materially cheapened the ration.

Mutual Millers & Feed Dealers Meet.

The semi-annual convention of the Mutual Millers & Feed Dealers Ass'n, made up of members from New York and Pennsylvania, was held last month at Corry, Pa.

The meeting was largely an open discussion of the problems that have confronted the dealers during the past few months. Included on the program were sec'y E. C. Kessler, who impressed on the dealers the importance of the report of the Federal Trade Commission on the feed business; and an address written by O. M. Richards of Cortland.

Before adjourning a resolution was adopted calling on the Interstate Cotton Seed Crushers Ass'n to pay more attention to the sacking of cottonseed products.

Federal Trade Commission Reports on the Feed Business.

The investigation of the manufacture and sale of commercial feeds, ordered of the Federal Trade Commission by the Senate, has been completed and the report made to the Senate and the President. The report says in part:

Commerce in feedingstuffs varies greatly between the different sections of the country, not only in quantity but in the kinds of feeds purchased. The prairie states buy large quantities of the high protein feeds and relatively smaller quantities of the roughages, while in the eastern states it is necessary for many farmers to buy not only the high protein feeds but much of their roughage. This situation is responsible for the fact that the best market for mixed feeds is in the eastern states. However, farmers and feeders of today do not as a rule depend entirely upon home-grown feeds. It is realized that variety in a ration is important, and for this reason many farmers buy concentrates to supplement their home-grown feedingstuffs, while others buy practically all their feed requirements, either ready-mixed or unmixed.

Costs, Profits and Return on Investment of Representative Mixed-Feed Manufacturers.—A study of the costs and profits of a representative group of nine mixed-feed manufacturers during 1915-1919 shows that during the period costs of materials about doubled, while with few exceptions all other items of manufacturing costs and expenses increased in about the same proportion. Since the average cost of raw materials for the period 1915-1919, inclusive, was about 83 per cent of the commercial cost of sales, and about 80 per cent of the selling price, this would indicate that by far the largest factor causing the high prices of ready-mixed feeds in 1919 was the great increase in the cost of raw materials.

The net operating profit of these mixed-feed manufacturers was sufficient to yield a fairly high rate of return on the investment in each year, while in 1917 and 1919 the rate of return was considerably larger, due probably in part to the fact that in these two years the net operating profit included some profit realized from an increase in value of raw materials during their period of conversion into mixed feeds. The average rate of return for the period 1915-1919 was 18.77 per cent. The percentages represent the profits on the total investment employed in the business, which includes borrowed capital. The rates of return would be greater on the capital stock and surplus, which is the net investment of the companies.

Trade Practices.—A number of manufacturers grant overages, i.e., a commission to old dealers on feeds sold to new dealers in the former's territory. It is possible that this may be a price discrimination, and the commission has taken steps to determine whether it is in violation of section 2 of the Clayton act or section 5 of the Federal Trade Commission act.

Guaranteed Prices.—Many feed manufacturers sell their goods guaranteed against price decline, although a majority of them believe the practice should be stopped. Another trade practice which most manufacturers condemn and yet many indulge in, is that of long-time contracts. Both of these practices are due to competition. In an effort to do away with them members of the American Feed Manufacturers' association passed resolutions to the effect that the practices should be discontinued. However, these resolutions did not have the desired result.

Few cases are being found today where feedingstuffs have been adulterated with substances considered deleterious or as having practically no nutritive value.

I WOULD not be without the Grain Dealers Journal if it cost me twice as much.—J. P. Casey, Gem Farmers Union Co-op. Ass'n, Gem, Kan.

Adulteration and Misbranding.

One hundred sacks of Butler's Tankage, labeled protein 60% deceived the purchaser according to a complaint filed in the District Court at Indianapolis on April 30 by U. S. District Att'y Van Nuys. The decision has not yet been given.

John E. Koerner & Co., New Orleans, La., shipped feed into Alabama labeled fiber 12% when it contained 17% fiber, rice hulls having been mixed therewith. Pleaded guilty, fined \$35.

The Industrial Cotton Oil Properties, Houston, Tex., shipped cottonseed cake upon which the contents were not plainly marked. Fined \$50.

The Marianna Cotton Oil Co., Marianna, Ark., shipped cottonseed meal in sacks labeled "100 lbs., (99 lbs. net)." Investigation showed that 40 representative sacks contained on an average of but 94 7/8 lbs. net. Pleaded guilty, fined \$50 and costs.

The Hoffman Mills Co., Enterprise, Kan., shipped an article labeled "100 lbs. net, Wheat Brown Shorts & Wheat Screenings." Ground bran had been mixed with the product and misbranding was charged because the product was not as labeled. The court ordered the product released on execution of a \$1,500 bond on condition that it be relabeled "Re-ground Wheat Bran and Wheat Screenings."

The Monarch Mills, Chattanooga, Tenn., shipped horse and mule feed into Tennessee labeled "protein 9 and fat 2." Misbranding was charged because the labeling misled the purchaser since the feed did not contain 9% protein and 2% fat. The Monarch Mills disclaimed responsibility of the misbranding. The court ordered the product released upon the execution of a \$500 bond and upon condition that the product be relabeled.

The Roberts Cotton Oil Co., Jonesboro, Ark., shipped unlabeled cottonseed meal into Missouri and was charged with misbranding. Pleaded guilty, fined \$25 and costs.

The Phoenix Cotton Oil Co., Memphis, Tenn., shipped cottonseed cake into Kansas labeled "Protein 38.62%." Analysis showed 37% protein. Pleaded guilty, fined \$50 and costs.

The Benedict Commission Co., New Orleans, La., shipped rice bran into South Carolina which was not plainly and conspicuously marked and to which rice hulls had been added. No claimant appeared. Product ordered condemned and forfeited.

The Searcy Oil & Ice Co., Searcy, Ark., shipped cottonseed meal into Illinois containing 7.37% ammonia and labeled 7.5% ammonia. A shipment into Indiana contained 36.6% protein and 14.79% crude fiber and was labeled "Protein 38.6% protein and 12% crude fiber." Fined \$175 and costs.

Lyle & Lyle, Camilla, Ga., shipped cottonseed feed to Virginia to which had been added crude cottonseed fiber. The product was ordered released upon the execution of a \$2,500 bond.

The United Oil Mills, Arkadelphia, Ark., shipped cottonseed meal labeled "Protein 36%," whereas it contained 34.72% protein. Pleaded guilty, fined \$50.

The Merchants & Planters Oil Co., Houston, Tex., shipped cottonseed cake into Kansas labeled "Protein 43%" whereas it contained 39.88% protein. Product in good condition was released to claimant on \$5,000 bond.

The Pine Bluff Cotton Oil Co., Pine Bluff, Ark., shipped cottonseed cake into Missouri labeled 38.50% protein and which contained 34.21% protein. Pleaded guilty, fined \$25.

The Planters Cotton Oil Co., Navasota, Tex., shipped cottonseed cake labeled "Protein 43%, crude fiber not more than 12%" whereas the cake contained 38.97% protein and 13.22% crude fiber. The 100 lb. sacks were 2.47 lbs. short in net weight. Pleaded guilty. Fined \$50.

The Cuero Cotton Oil Manufacturing Co., Cuero, Tex., labeled a product "48% cottonseed meal" whereas it was 43% cottonseed meal. Fined \$50.

Books Received

MEMPHIS, Its Advantages, Resources and Opportunities, is a well written pamphlet of 48 pages spreading out an inviting prospect to anyone contemplating establishing an industry. This city has the largest cotton seed oil mill in the world, and has a recently established molasses terminal; and its mixed feed output annually is valued at \$15,000,000. Pure artesian water, cheap fuel and excellent transportation are but a few of the many advantages of this city. Issued by the Industrial Division of the Memphis Chamber of Commerce, Memphis, Tenn.



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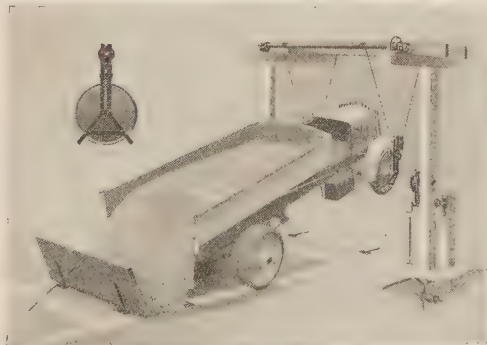
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A gas pipe across over the driveway supported with roller bearing at each end is the drum on which the hoisting cable winds. This cable is so arranged that it will raise either a long or a short truck or a wagon leaving the rear end of the bed at a proper place to discharge the grain into dump door.

There is a special constructed wheel clamp which fits either a truck or wagon wheel. The clamp has a cable sheave in the top through which the cable runs and the cable can be easily attached or detached so the clamp can be used at any dump door.

Only One Mechanism Required for Dumping at Any Number of Dump Doors

Simple—Durable—Practical—Speedy—Substantial—Safe
Reasonable in Price—Easily Installed

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INDIANAPOLIS, IND.

Designer and Builder of Grain Elevators

"GIVE SERIOUS consideration to the proposed milling of wheat in bond" is the substance of a resolution sent to Congress by the Ohio Millers Ass'n in session at Columbus, O., recently.

A BILL allowing farmers to combine in co-operative associations to market agricultural products without suffering restrictions of existing anti-trust laws was passed by the House on May 5 and now goes to the Senate. The vote was 284 to 49.

Supreme Court Decisions

Written Contracts in Evidence.—Where a contract which the law does not require to be in writing is reduced to writing, the writing is evidentiary only, and is not legally essential to the validity of the contract.—*Rogers-Siler Grocery Co. v. Pickrell-Craig Co.* Court of Appeals of Kentucky 227 S.W. 991.

Landlord and Tenant.—It is a conversion for a "cropper," as defined in the Civ. Code 1910, §3707, without consent of the landlord, to gather and sell a part of the crop and apply the proceeds to his own use. The contract between the plaintiff and defendant created the relation of "landlord and cropper," as defined in section 3707.—*Mitchem v. Williams.* Supreme Court of Georgia. 106 S. E. 284.

Arbitration.—A promise in a contract that differences will be arbitrated is not illegal and a nullity without reference to the law in force when differences arise, and, since it is directed solely to the remedy, its validity is to be measured by the public policy prevailing when the remedy is sought, and such public policy speaks, not as of the date of the promise, but of the date of invoking remedy.—*Berkovitz v. Arbib & Houlberg.* Court of Appeals of New York. 130 N. E. 288.

Seller's Duty to Obtain Cars.—Where a contract for the sale of lumber is unconditional, and the seller has engaged to deliver the lumber f. o. b. point of destination, and to provide cars for that purpose, and has failed to provide against the consequences of a shortage of cars or other contingency, the seller is not discharged from the duty of performing the contract by reason of inability to secure cars for the shipment of the lumber.—*Tallahatchie Lumber Co. v. Cecil Lumber Co.* Supreme Court of Mississippi. 87 South. 449.

File Claim within Six Months After Shipment.—Under a B/L providing that in case of loss or failure to deliver after a reasonable time for delivery consignee to recover the value of the goods should file a claim in writing within six months thereafter, consignee should present his written claim within six months of date of shipment, and not within six months after definitely ascertaining that it had been made, unless carrier concealed the shipment from consignee or refused to issue a duplicate B/L on request, in which case the six months' period would date from the time shipment was disclosed to consignee.—*Missouri Pac. R. Co. v. Reed.* Supreme Court of Arkansas. 228 S. W. 1047.

Buyer Can Refuse Shipment Shipped in Advance of Instructions.—Where plaintiff seller, having three separate contracts for sales of flour, of 105 barrels each, ordered by defendant in May, July, and September, respectively, with the understanding plaintiff would ship according to defendant's shipping instructions, disregarded defendant's shipping order to ship the July and September orders and instead shipped the May and July order and drew on defendant for the amount thereof, which, as the May order was for a higher price per barrel than the other orders, was for a greater amount than defendant, under his shipping instructions and contract, was obligated to pay, defendant had a legal right to refuse to take up the draft and accept the flour.—*Kansas Flour Mills Co. v. Murry.* Springfield Court of Appeals, Missouri. 228 S. W. 854.

Failure to Sell Grain as Instructed.—In an action for breach of defendant's agreement to sell plaintiff's barley as directed by plaintiffs, where it appeared that the barley could have been sold, after directions were given by plaintiffs, by May 8th, but there was no evidence as to the market price on that date, and there was a sharply fluctuating market, evidence of the market price on May 2d and May 15th did not support a finding for the plaintiffs. The cause will be remanded, with directions to take evidence on that issue, unless the parties stipulate as to the value, and to enter judgment accordingly. Where defendant agreed to sell plaintiffs' barley, the law implied a promise by defendant to pay plaintiffs when it received returns on the sale, and interest was recoverable from such time without demand.—*Peter Jacobi v. Rubicon Malting & Grain Co.* Supreme Court of Wisconsin. 182 N. W. 344.

Taxation.—Under St. 1919, §1211—8, requiring the tax commission to make a separate valuation of docks, piers, wharves, and grain elevators of public utilities, and section 1211—29, providing that taxes based on such separate valuation shall be distributed to the towns and cities in which such docks, etc., are located, the city in which such properties are located is entitled to the full benefit of the taxes derived therefrom without any direct or indirect impairment, and the valuation thereof should not be included in the county board's equalization.—*City of Ashland v. Ashland County Board.* Supreme Court of Wisconsin. 182 N. W. 342.

Demurrage.—A consignee, having failed within the time allowed by the carrier's demurrage rules to object to the sufficiency of a notice of the arrival of cars, cannot be heard afterward to say that it was insufficient, and must be presumed to have had no objections, and to have been satisfied therewith. The carrier in action for demurrage need not show the authority of the person receiving in the consignee's office the communication by telephone or telegraph of a notice of the arrival of cars, since the presumption is that notice was received on behalf of consignee by a party in charge of the office; the identity of such person being particularly within consignee's knowledge.—*Ross v. Indiana Natural Gas & Oil Co.* Appellate Court of Indiana. 130 N. E. 440.

Carrier's Delivery to Warehouse Not Conversion.—Where goods sold were consigned to the buyer under B/L running to the order of the seller, notify the buyer, and the railroad notified the buyer of arrival, and the buyer telegraphed the seller to wire the railroad to allow examination of the car, the seller wiring the railroad "Allow examination only," but the customer for whose benefit examination was asked did not take the goods, so that the buyer arranged with a warehouse company for unloading, and requested the railroad to deliver the goods to the warehouse company, which was done by the railroad with specific direction not to deliver without surrender of the original B/L, properly indorsed, the goods being received by the warehouse company to the account of the order of the seller, and remaining in storage until destroyed by fire, the railroad, in such delivery to the warehouse company, did not so transfer control of the goods to the buyer as to amount to a conversion giving the seller a right of action.—*Booth v. N. Y. Cent. R. Co.* Supreme Court of Vermont. 112 Atl. 894.

Failure to Furnish Cars.—Altho a shipper who has sustained damage by reason of a breach of the common-law duty of a railroad company, as a common carrier, to furnish cars for the transportation of freight within a reasonable time, is not prevented by the act of 1907 (Ga. Laws 1907, p. 84; Civil Code of 1910, § 2774 et seq.) from instituting a common-law action for damages, instead of pursuing the remedy provided by the act, touching the failure of a railroad company to furnish cars to a grower of perishable products (*Southern Railway Co. v. Moore*, 133 Ga. 806 (87 S. E. 85, 26 L. R. A. [N. S.] 851), yet, where the suit is instituted under that act, the exclusive measure of damages is the market value of the product (with interest thereon, less cost of carriage and the usual expense of selling) in the market to which the shipper intended shipping it, on the day it would have arrived had it been carried in the usual course of transportation on schedule time for such freight. And in order to obtain damages in such a case the shipper must in writing notify the agent of the railroad company of the market to which he intended shipping his product. Civil Code 1910, §§ 2774, 2775.—*Thompson v. Atlantic Coast Line R. Co.* Court of Appeals of Georgia. 106 S. E. 322.

Corn to be Cool and Sweet at Pacific Coast Markets.

Crowell Elevator Co., of Omaha, Neb., plaintiff, v. Kerr, Gifford & Co., of Seattle, Wash., defendants, before Arbitration Com'te No. 6 of the Grain Dealers National Ass'n, composed of George Westgate, W. J. Macdonald and Rudolph Volmer.

Plaintiff's broker, E. A. Webster, sold 80 tons of corn to defendants without specifying that it was to arrive cool and sweet, and defendants wrote in the confirmation "cool and sweet." Plaintiff struck out "cool and sweet." The corn went forward and was graded sample, heating. The com'te said:

It appears to the mind of the com'te that a prevailing rule of Pacific Coast markets is that corn shall arrive "cool and sweet," this being a modification of eastern terms and, in

the absence of agreement to the contrary, the Seattle buyer had a right to adhere to this requirement. Hence, Seattle terms should prevail, with no immediate stipulation otherwise.

Whether the broker of this record, E. A. Webster, and his then principal, Crowell Elevator Co., are in harmony in their understanding is beyond the province of this opinion.

Defendants were not negligent in confirmations, in correspondence or otherwise in maintaining the point of expectation that the corn should arrive "cool and sweet" and the telegram which was the basis of this purchase says nothing about the finality of Omaha weights and grades.

No delays in transit occurred, shipment coming through to Spokane in unusually good time.

Plaintiff evidently experienced a lack of confidence in the condition of his goods, and was in error in striking out any part of defendants' confirmation without defendants' receiving notification and giving consent.

It is the judgment of the com'te that delivery of this heated corn was not a proper tender. We find for the defendants, arbitration costs to be paid by plaintiff.

Send us Railroad Claims

FOR COLLECTION

Send in Claims of Every Description
No Collection—No Pay

Don't Overlook
Delay, Shortage, Decline in Market
and Deterioration Claims

Over 8100 Railroad Claims Collected
in 1920

The Security Adjustment Co., Inc.
1132-1156 Builders Exchange Bldg.
MINNEAPOLIS, MINN.

References: Any bank, mercantile agency, commission firm or the editor of this publication.

CIFER CODES

Use a good Telegraph Cipher Code,
Prevent Errors, Reduce the Cost of
Sending Messages and Prevent Con-
tents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will reduce your tolls one-half. Its 150 pages of bond paper contain 14,910 expressions for present-day terms, and no two of them are near enough alike to cause confusion. Bound in flexible leather. Price, \$3.00; Book paper, board cover, \$1.50.

Robinson Cipher Code with 1912 and 1917 Supplements for domestic grain business. Bound in flexible leather, price \$2.25; cloth, \$1.75.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3½x6 inches, 77 pages, \$2.00.

Riverside Code, fifth edition, for millers and flour dealers. Bound in flexible leather, 228 pages, \$3.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price \$12.50.

Cross Telegraphic Cipher Code, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

GRAIN DEALERS JOURNAL

305 S. La Salle Street,

Chicago, Ill.

Supply Trade

THE man who doesn't believe in advertising when he needs business hasn't learned that it's a tool and not a toy.

WICHITA, KAN.—The White Star Co. has its wholesale net price list No. 23 ready for distribution. Grain elevator operators will find it to their advantage to have this catalog in their files. A copy will be sent to Journal readers who request it.

INDEPENDENCE, MO.—Contrary to what some may say we speak the truth when we say "Business is Good." It is good. Freight rates are too high, but everything else in the building line is down and right now is certainly a good time to build.—Edison Kipp, The Monolith Builders, Inc.

PEORIA, ILL.—There is not much doing in elevator building at this time. There are a few who desire to build, but have been unable to obtain leases on sites from the railroads. Regardless of the fact that it is to the railroad's advantage to have elevators on its right of way, they are delaying the issuing of these leases as much as possible.—George Saathoff.

COPY!—It's the biggest thing in advertising. It's the only visible part of it—the ultimate product of all of the intelligence and effort that have been focused upon it. It's the thing that makes the reader have an impulse—and then makes him obey it. It's the message carried to Garcia, the buyer, by the willing messenger, the medium. It's what the manufacturer is paying for—what the buyer is waiting for.—Class.

NEW YORK, N. Y.—A reduction of about 20% in wages for day labor, effective May 16, and an equitable adjustment of other rates including salaries, at the plants of the U. S. Steel Corp. has been announced by the chairman of the corporation's board of directors. It is estimated that between 150,000 and 175,000 employees will be affected. To date the corporation has been unable to find a practical basis for the entire abandonment of the 12 hour day in the immediate future.

IT DOESN'T make any difference what business you are in or what kind of an audience you wish to reach, there is sure to be a business paper that will reach it—quickly, wastefully, effectively. In business journal advertising, you may talk shop to your heart's content, and the more shop you talk the greater will be the reader's interest. The powerful influence of the advertising pages of business journals is obtainable at a cost so low as to be all out of keeping with the material, tangible benefits derived from them.

OMAHA, NEB.—The R. M. Van Ness Construction Co. has recently completed a concrete factory and warehouse building on trackage. A complete stock of elevator machinery and equipment will be carried. The company will also manufacture boots, man-lifts, distributors, sectional steel spouting, steel elevator legs and heads, flexible steel loading spouts, truck dumps, and other equipment for elevators. Their stock of machinery will include engines, scales, rope sheaves and transmission rope, pulleys and sprockets, clutches, shafting, bearings, in fact everything that is commonly used in the elevator.

WASHINGTON, D. C.—A formal complaint of unfair competition has been issued by the Federal Trade Commission against steel manufacturers for basing all steel prices upon Pittsburgh. Under the Pittsburgh basing point device, according to the Commission, all steel except rails wherever made and whether made by U. S. Steel Corp. plants or by independents, is sold at the f. o. b. Pittsburgh price, plus an amount equivalent to the freight to point of destination, which means, for instance, that the steel fabricator at Gary, Ind.,

who runs his own truck to the Gary steel mills and purchases steel manufactures at that plant, pays the price charged in Pittsburgh plus an amount equalling the freight rate from Pittsburgh to Gary. The question is of added import because the system of a Pittsburgh-plus-price plan in vogue in the steel industry is duplicated in whole or in part in some other basic industries of the country.

Death of Charles H. Morse.

Charles H. Morse, retired Chicago manufacturer and chairman of the board of directors of Fairbanks, Morse & Co., passed away on May 5 at his home at Winter Park, Florida.

The career which closed with the death of the scale manufacturer was typically American. Starting as an apprentice at \$50 a year, and board, Mr. Morse worked his way to the leadership of big business. After he had got all he could out of scales, he branched out into other lines, until today the concern he leaves manufactures a hundred different kinds of machinery.

Mr. Morse was the son of John Morse, a small merchant, of St. Johnsbury, Vt., where he was born Sept. 23, 1833. He was educated at the St. Johnsbury academy. Family circumstances compelled him to leave the academy in 1850 when he was 17 years old, and to become a clerk for E. & T. Fairbanks & Co., scale manufacturers. He signed up with the concern at \$50 a year and his board for a period of three years.

In 1841 he went to Chicago and opened the branch under the name of Fairbanks & Greenleaf. Four years later he was admitted to partnership and the name of the firm changed to Fairbanks, Morse & Co. In 1915 Mr. Morse retired from the position of president to assume the duties of chairman of the board, which office he retained up to the time of his death. Mr. Morse is survived by his widow, two sons and one daughter.

Cost of Country Elevators at Low Ebb.

Sioux City, Iowa, April 25, 1921.—Possibly the owners and those operating grain elevators do not understand the small amount of building and repairs that has been done during and since the war. The high cost is a good reason especially in the past two years.

The repair work has been neglected so far this year mainly on account of no business. The operator having little grain to handle there has not been a very great strain placed upon old and worn out parts and there has been little or no break down. With the new crop coming, the 1920 crop will move and for a time the plants will be taxed to capacity which will cause a closing of business at many points when the failure occurs, until repairs and replacements can be made. At many points the closing of business will be permanent, or until new plants can be erected. The

old fliver will keep running without repairs and replacements until it reaches the point of collapse and the wreck occurs.

Perhaps the owners think cost will further decrease. They will discover their mistake after they delay much needed repairs or rebuilding until the demand for materials and men reaches normal and the cost increases in ratio.

History and experience convince me the lowest ebb of cost has arrived. This covers material, labor and all items entering into construction cost. When will you again be offered lumber for wood elevator construction for \$5.00 per thousand on the coast. Labor of all classes at this time is plentiful. The contractor is making the rate paid, not the men he hires, and the efficiency is increased 25%. Mr. elevator men you are passing up your opportunity.—Yours truly, Younglove Construction Co., By J. F. Younglove, Mgr.

The Need for Salesmanship.

There is no condition so much relished by business as a rising market, and for months the market in this country rose daily. Anything went and at any price.

And then, more suddenly even than it had risen, the wave of buying receded; the period of readjustment began. The thing which many salesmen had assured themselves could not happen did happen—prices began to slump.

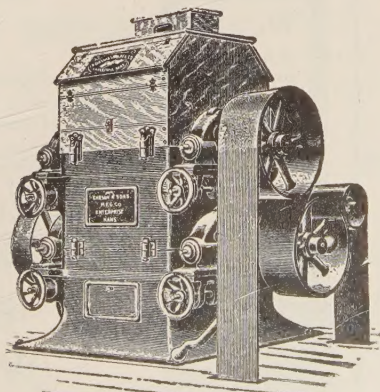
That should have been the signal for the revival of the art of salesmanship. That was the time to get out into the market again, to study the situation, and to adopt new policies to meet it. But did this happen? The answer will be found in a score of industries and the answer is "No!"

Instead of digging out of his office to build up new business, the salesman has dug himself in and hung crepe on the door. He has taken the attitude that because business no longer comes to him there is no business; that because the public is not buying it cannot be persuaded to buy. All of which is simple nonsense.

The way to get business is to make business. The way to revive buying is to revive selling. And the time to do it is now.—*Dear-born Independent.*

THE WAY to reduce the dust hazard is to reduce the dust by keeping the elevator clean.—E. D. Mayo.

THE AMERICAN RAILWAY ASS'N has asked permission of the Interstate Commerce Commission to make effective the following provision: When carload freight is unloaded in or on railroad premises by or upon request of consignee or consignor, the storage charges shall not exceed the amount that would have accrued under Demurrage and Track Storage Rules had the freight remained in the car.



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.

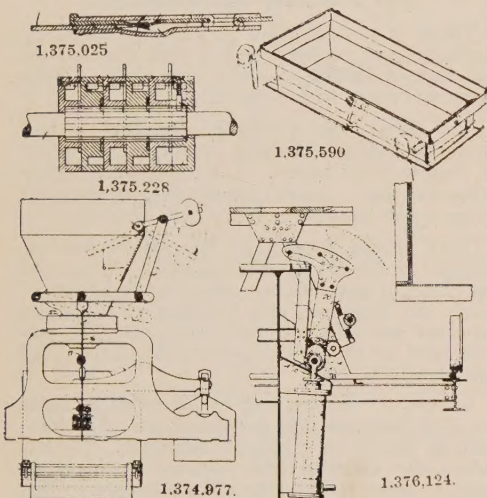
Enterprise, Kansas

Patents Granted

1,376,124. Device for Removing the Closure Boards of Grain Car Doors. Harry Wait, Buffalo, N. Y. This device is a mechanically operated shoe which kicks the grain door from its fastenings.

1,375,025. Car Seal. Fred Strahm, Lawrence, Kan. This seal operates by a metallic ribbon tongue fitting into a holding device. The connection is made within a small inclosed casing.

1,375,529. Compound for Treatment of Smut. Joseph P. Minne, Cosmopolis, Wash. This patent covers a compound comprising three pounds of lime, one-half pound of salt, two pounds of ashes and two gallons of water. The components of the mixture are mingled together by heating. The resultant mixture-solution



may be used in the treatment of grain for smut.

1,375,228. Feed Roll for Grain and Seed Cleaners. Marius J. Nielson, Vesteraby, Denmark. In this apparatus a series of disk-shaped projections for moving the grain are attached to a roller operated by an internal shaft. A means is provided so that the roller will operate or remain idle when the shaft rotates.

1,375,590. Bag Holder. Earl W. Hurlbutt, Lima, O. This holder is rectangular in shape and consists of four walls. The bottom and top of each wall is flanged upwardly and outwardly. By a system of hooks operating between these two flanges, the bag may be held in position or released by the operator.

1,374,977. Scale for Automatically Weighing Granular or Like Substances. A. Barraclough, Birmingham, England, assignor to the W. & T. Avery Co., Birmingham, England. In this apparatus material passes from an upper hopper to a weighing hopper from where it is discharged thru a door on a weighing compartment. The operation of the discharge door is controlled by the weight of material in the upper hopper.

SEEDBURO QUALITY
GRADING EQUIPMENT
IS THE BEST AT LOWEST PRICE.
IT WILL PAY YOU TO USE THE
OFFICIAL BROWN-DUVEL MOISTURE
TESTER, A FULL LINE - PROMPT SHIP-
MENT, ASK FOR CAT. NO. 32.
SEED TRADE REPORTING BUREAU
1018 So. Wabash Ave. Chicago, Ill.

Insurance Notes.

THE CHICAGO office of the Illinois Fire Marshal has been moved to the City Hall Square Building.

A BILL before the Minnesota legislature would govern mutual insurance companies operating in Minnesota as they are governed in other states. The bill is now before the Insurance Com'te.

IN MOST CASES warehouses and grain elevators are isolated buildings. In the case of the country elevator it is the highest building in the vicinity. For this reason it is important that lightning protection should be afforded. —Mutual Fire Prevention Buro.

IF A MOTOR BURNS out from an overdose of electricity, the loss is not covered by a fire insurance policy. Watch your fuses. Do not wait for the adjuster. Get busy and save all you can.—Our Paper.

SUIT FOR \$60,000, the amount of insurance carried on the Rockville Grain & Coal Co., Rockville, Conn., has been started against the N. Y., N. H., & H. R. R. as a result of the fire which destroyed the property on March 15. The complainants, five insurance companies which carried the risk, say the fire was

caused by a spark from an engine on the company's siding shortly before the fire was discovered. The property loss was estimated at \$75,000. The coal in the bins was saved but the grain was destroyed. Affidavits are said to have been secured by the insurance companies from persons who were in the vicinity at the same time of the fire. The insurance companies filing the suit are the American Eagle Fire of New York, the Franklin Fire of Philadelphia, the Phoenix Assurance of London, the Miller's Mutual of Harrisburg, Pa., and the Home of New York.

UNION LABOR is behind a bill before the Wisconsin legislature which would increase the maximum weekly compensation to injured workmen from \$14.63 to \$19.50 per week.

THE PEAK of car surpluses was 507,427 on Apr. 8.

RATES ON SAND, gravel and crushed stone have been ordered reduced approximately 20% by the Railroad Commission of Wisconsin. The Commission says the order was given to aid construction and that the old rates were curtailing construction. The new rates are to become effective May 14.

You Can Not Afford to Be Without Fire Protection



Our 50 gallon Metal Fire Barrels will save you any worry. Complete with 3 buckets hung on hooks and submerged in anti-freeze solution ready for instant use.

Write for full particulars to

CARBONDALE CALCIUM COMPANY
CARBONDALE, PENN.



Lightning Can't Strike IF Shinn Gets There First



Woven
in a continuous flat cable of pure copper wires 1-inch wide, with greater carrying capacity for electricity.

THE Superiority of Shinn-Flat Lightning Rods was again recognized when The Western Grain Dealers' Association in Convention at Cedar Rapids unanimously adopted a resolution endorsing the use of copper cable lightning rods on Grain Elevators and thereby reduce the fire hazard from this source, which caused over 26% of the fires in elevators in the past 18 years.

Shinn-Flat Lightning Rods

are superior to any other form of rod or conductor, woven in a flat cable, with greater carrying capacity for electricity. The weave of Shinn-Flat allows for expansion and contraction. The flat form permits each wire to come in contact with moist earth, giving good grounding.

Shinn Tops are made of heavy tubing, with silver-tipped points, held permanently in place with patented self-locking four-legged brace.

Write for our free book—

"The Cause and Control of Lightning"

W. C. SHINN MFG. CO.

1238 Lytton Bldg.

CHICAGO, ILL.

TORNADOES

May and June are the months of greatest Tornado frequency.
Are you protected?

A "Grain Dealers Mutual" complete windstorm policy for \$10,000 costs less than 5 cents a day.

G. R. McCOTTER,
Western Manager
Omaha, Nebraska



C. A. McCOTTER
Secretary
Indianapolis, Ind

FIRE EXPLOSION WINDSTORM AUTOMOBILE

ORGANIZED 1902

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE COMPANY LIVERNE, MINN.

We are now returning 60% of the Deposit Premium.
Average return for 19 years 50%.

Provisional Grain Insurance is 100% protection, write for information.
E. H. MORELAND, Secretary

LIGHTNING

Has caused **501 FIRE LOSSES** during the past eleven years on **UNPROTECTED RISKS** insured by the Ten Mill & Elevator Mutual Fire Insurance Companies maintaining this bureau.

That part of the **LOSS** covered by insurance amounted to nearly **\$1,000,000.**

NOT ONE LOSS has been reported on a building having **APPROVED LIGHTNING PROTECTION.** The insurance saving on your elevator or warehouse makes the protection of your property a sound business proposition.

Ask for Standards and Specifications.

MUTUAL FIRE PREVENTION BUREAU

230 E. Ohio Street, CHICAGO, ILL.

Formerly Oxford, Mich.

Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President Geo. A. WELLS, Secretary

Write for Information Regarding Short Term Grain Insurance

HARTFORD



Reduce Your Fire Risk

FIRE is an ever present menace. You are constantly exposed to the possibility of heavy loss.

To prevent fire is far better than to fight it. Trained fire prevention experts of the Hartford Fire Insurance Company stand ready to seek out and correct hidden dangers which, if not removed, may lead to the destruction of your property.

The most improved building is subject to fire even in the face of proper construction and protection.

Play doubly safe. Cooperate with the Hartford Mill and Elevator Department in the adoption and maintenance of strict fire prevention principles and insure your property in the Hartford. Should fire ever come, you will be indemnified for the loss.

Full particulars of Hartford Fire Insurance and Fire Prevention Service can be had upon application to the

Mill & Elevator Department,

Hartford Fire Insurance Company

H. W. Donnan, Superintendent

39 So. La Salle St.

Chicago, Ill.



Built-in Quality Belting

22 lb. to 24 lb. FRICTION is Hamilton's guarantee, insuring long-lived "L'elevator" Belts.

30 oz. duck forms a strong, substantial base for rubber cover of the best quality ever used in belting for conveying and elevating grain.

The Conover-McHenry Elevator at Peoria, pictured above, chose Hamilton's "L'elevator" Belt on these built-in qualities and installed 3,070 feet, which comprises their complete belting equipment.

Specify Hamilton "L'elevator" Brand on your next installation. We can supply your builder or jobber from our Chicago stock.

We are back to pre-war prices.

HAMILTON RUBBER MFG. CO.

118 So. Clinton Street

Chicago, Ill.

Factories: Trenton, N. J.

Branches: New York and Philadelphia